

DOMINION OF CANADA

# REPORT

OF THE

## DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDED MARCH 31

1913.

THE CROP YEAR ENDED AUGUST 31, 1913, AND THE SEASON  
OF NAVIGATION ENDED DECEMBER 17, 1913

PART V

## GRAIN STATISTICS

INCLUDING

REPORT OF BOARD OF GRAIN COMMISSIONERS

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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[No. 10*d*—1914]

1914







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PART V.

GRAIN STATISTICS.

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SESSIONAL PAPER No. 10d

INSPECTION AND WEIGHING OF GRAIN UNDER PROVISIONS OF  
THE CANADA GRAIN ACT AND AMENDMENT THERETO.

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and  
Fees collected on same for the Fiscal Year ended March 31, 1913.

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat Spring—							
Manitoba Hard No. 1....						239,560	239,560
Northern—							
No. 1 Hard W. Fife....						3,335	3,335
No. 1 Northern.....				3,650	3,650	13,555,965	13,559,615
No. 2.....				2,336	2,336	42,077,245	42,079,581
No. 3.....						34,673,690	34,673,690
Spring—							
Rejected.....						4,077,595	4,077,595
Rejected No. 1.....						110,780	110,780
Rejected No. 2.....						1,445,075	1,445,075
No grade.....						26,380,200	26,380,200
Condemned.....						247,275	247,275
Goose—							
No. 1.....							
No. 2.....						2,260	2,260
No. 3.....							
Rejected.....							
Commercial grades—							
No. 4.....						11,928,235	11,928,235
No. 5.....						4,412,550	4,412,550
No. 6.....						5,060,200	5,060,200
Feed.....						2,541,955	2,541,955
Cleanings.....						55,370	55,370
No established grade						38,420	38,420
Total Spring wheat..				5,986	5,986	146,849,710	146,855,696
Wheat, winter—							
U.S. Hard Winter—							
No. 1.....				117,900	117,900		117,900
No. 2.....							
White Winter—							
No. 1.....							
No. 2.....		41,063	11,000		52,063		52,063
No. 3.....		1,000	6,125		7,125		7,125
Rejected.....		1,000	5,000		6,000		6,000
Commercial grade—							
No. 1 White.....		7,000	11,000		18,000		18,000
No. 2.....			1,000		1,000		1,000
Mixed Winter—							
No. 2.....		37,119	1,000		38,119		38,119
No. 3.....		1,737	1,500		3,237		3,237
No grade.....		2,100			2,100		2,100
Rejected.....			5,000		5,000		5,000
Commercial grade—							
No. 1 Mixed.....		8,790			8,790		8,790
Wheat, Winter—Con.							
Alberta Red Winter—							
No. 1.....						163,798	163,798
No. 2.....						527,550	527,550
No. 3.....						881,040	881,040



No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, &c.—Continued.

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand. Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Alberta White Winter—							
No. 1.....						3,390	3,390
No. 2.....						3,335	3,335
No. 3.....						20,920	20,920
No. 4.....						15,490	15,490
Rejected No. 1.....						3,225	3,225
Rejected No. 2.....						5,650	5,650
Rejected.....						8,985	8,985
No grade.....						91,065	91,065
Commercial grades—							
No. 4.....						518,515	518,515
No. 5.....						291,920	291,920
Total winter wheat..		99,809	41,625	117,900	259,334	2,534,883	2,794,217
Grand total, wheat..		99,809	41,625	123,886	265,320	149,384,593	149,649,913
Indian Corn—							
U.S.—							
No. 2.....				19,000	19,000	Canadian.	19,000
No. 3.....			27,130	23,938	51,068	1,200	52,268
Rejected.....	1,000		1,070	3,157	5,227		5,227
No grade.....				7,816	7,816	1,200	9,016
Total Indian corn....	1,000		28,200	53,911	83,111	2,400	85,511
Oats—							
No. 2.....	1,200		50,802	6,893	58,895		58,895
No. 3.....			101,289	12,038	113,327		113,327
No. 4.....			1,325	14,698	16,023		16,023
No grade.....		175,499		12,722	188,221		188,221
Rejected.....	4,376		139,799	16,485	160,660		160,660
Condemned.....				1,351	1,351		1,351
Oats—							
U.S.—							
No. 2 white clipped..				1,449,200	1,449,200		1,449,200
No. 3.....				14,400	14,400		14,400
No. 2 mixed.....				107,000	107,000		107,000
Total, Eastern Div'n..	5,576	175,499	293,215	1,634,787	2,109,077		2,109,077
Canadian Western—							
No. 1.....						106,200	106,200
No. 2.....		9,299			9,299	18,459,250	18,468,549
No. 3.....						4,417,100	4,417,100
No. 2 black.....							
No. 2 mixed.....						19,300	19,300
Feed extra No. 1....				4,090	4,090	12,555,450	12,559,540
Feed No. 1.....				1,800	1,800	7,118,250	7,120,050
Feed No. 2.....				1,800	1,800	3,132,150	3,133,950
Rejected C.W.....						1,343,150	1,343,150
No grade.....						13,356,650	13,356,650
Condemned.....						383,400	383,400
Mixed grain.....						154,050	154,050
Total oats W. Div....		9,299		7,690	16,989	61,044,950	61,061,939
Grand Total Oats...	5,576	184,798	293,215	1,642,477	2,126,066	61,044,950	63,171,016



## GRAIN STATISTICS

SESSIONAL PAPER No. 10d

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, &c.—*Continued.*

Grades.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Buckwheat—							
No. 2.....	1,400	109,185	121,511	9,089	241,185		241,185
No. 3.....			15,225	2,799	18,024		18,024
No grade.....			10,255	16,517	26,772		26,772
Rejected.....			9,639	2,194	11,833		11,833
Total buckwheat....	1,400	109,185	156,630	30,599	297,814		297,814
Barley—							
No. 2.....						2,600	2,600
No. 3, extra.....	1,200		6,739	1,670	9,609	135,000	144,609
No. 3.....	5,650	8,330	68,218	900	83,098	7,271,800	7,354,898
No. 4.....			2,027	2,000	4,027	3,005,400	3,009,427
Feed.....				25,500	25,500	351,300	376,800
Feed, U.S.....				37,100	37,100		37,100
Rejected.....	1,000		51,490		52,490	859,400	911,890
No grade.....						1,866,800	1,866,800
Condemned.....						12,400	12,400
Cleanings.....						75,400	75,400
Total barley.....	7,850	8,330	128,474	67,170	211,824	13,580,100	13,791,924
Rye—							
No. 1.....							
No. 2.....		6,029	6,180		12,209	11,000	23,209
No. 3.....							
Rejected.....			4,280		4,280	6,000	10,280
No grade.....						5,000	5,000
U. S. No. 2 Western....				169,100	169,100		169,100
Total rye.....		6,029	10,460	169,100	185,589	22,000	207,589
Flaxseed—							
No. 1, N.W.....						11,184,600	11,184,600
No. 1, M.....						2,743,150	2,743,150
No. 3, C.W.....						346,500	346,500
No grade.....						665,850	665,850
Rejected.....						1,892,150	1,892,150
Condemned.....						539,550	539,550
Total flaxseed.....						17,371,800	17,371,800
Peas—							
No. 1.....				1,600	1,600		1,600
No. 2.....			1,000		1,000		1,000
No. 3.....			1,000		1,000		1,000
Rejected.....							
Total peas.....			2,000	1,600	3,600		3,600
Grain inspected at St. John, N.B.—							
No. 3 U.S. Corn.....				63,200			63,200
No. 2 U.S. Western Rye.....				25,500			25,500
Feed, U.S. Barley.....				33,000			33,000



No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, &c.—Continued.

	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush	Bush	Bush	Bush	Bush	Bush	Bush
Wheat.....		99,809	41,625	123,886	265,320	149,384,593	149,649,913
Corn.....	1,000		28,200	117,111	146,311	2,400	148,711
Oats.....	5,576	184,798	293,215	1,642,477	2,126,066	61,044,950	63,171,016
Buckwheat.....	1,400	109,185	156,630	30,599	297,814		297,814
Barley.....	7,850	8,330	128,474	100,170	244,824	13,580,100	13,824,924
Rye.....		6,029	10,460	194,600	211,089	22,000	233,089
Flaxseed.....						17,371,800	17,371,800
Peas.....			2,000	1,600	3,600		3,600
Total grain, 1912-13..	15,826	408,151	660,604	2,210,443	3,295,024	241,405,843	244,700,867
1893-94.....	427,069		1,539,232	23,893,307	25,859,608	12,465,583	38,325,191
1894-95.....	484,154		1,955,175	13,462,241	15,901,570	12,407,190	28,308,760
1895-96.....	329,866		1,412,876	6,361,453	8,104,195	29,416,181	37,520,376
1896-97.....	504,595		3,933,995	18,916,013	23,354,603	21,175,495	44,530,098
1897-98.....	763,278		3,392,267	36,112,140	40,267,685	19,592,994	59,860,679
1898-99.....	1,372,731		4,354,863	34,018,327	39,745,921	22,275,937	62,021,858
1899-00.....		1,521,888	4,220,711	22,534,007	28,276,606	21,921,579	50,198,185
1900-01.....		2,502,782	9,403,867	24,289,290	36,195,939	10,178,257	46,374,196
1901-02.....	1,077,132	712,544	8,641,931	8,201,039	18,632,646	35,122,532	53,755,178
1902-03.....	1,425,091	1,215,600	11,875,805	10,548,407	25,064,903	36,943,832	62,008,735
1903-04.....	1,645,864	3,646,759	7,714,452	9,846,777	22,853,852	39,999,752	62,853,604
1904-05.....	760,982	1,990,368	2,873,901	9,922,001	15,547,252	44,404,460	59,951,712
1905-06.....	542,013	610,092	5,017,593	6,707,687	12,877,385	70,414,030	83,291,415
1906-07 (9 mos.).....	332,767	762,007	5,038,664	3,848,329	9,981,767	57,840,130	67,821,897
1907-08.....	276,811	1,034,390	2,811,794	5,643,351	9,766,346	98,152,640	107,918,986
1908-09.....	153,246	1,307,354	6,957,651	3,722,797	12,141,048	101,715,150	113,856,198
1909-10.....	119,621	602,026	2,117,814	2,445,240	5,284,701	120,314,160	125,598,861
1910-11.....	153,652	495,363	2,304,646	4,301,306	7,254,967	118,206,390	125,461,357
1911-12.....	104,837	367,583	2,561,900	5,934,500	8,968,820	185,064,325	194,033,145



SESSIONAL PAPER No. 10d

No. 1.—INSPECTION FEES ACCRUED.

	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1893-94.....	274 65		2,905 63	10,687 35	13,867 63	13,705 40	27,573 03
1894-95.....	280 10		2,365 00	7,314 25	9,959 35	13,214 50	23,173 85
1895-96.....	208 50		2,423 07	3,317 45	5,949 02	22,269 30	28,218 32
1896-97.....	277 70		3,008 07	9,937 45	13,223 22	21,101 05	34,324 27
1897-98.....	342 75		3,750 40	14,780 22	18,873 37	18,585 40	37,458 77
1898-99.....	295 60		4,654 80	12,018 40	16,968 80	17,515 50	34,484 30
1899-00.....		638 30	4,553 40	9,579 38	14,771 08	14,630 55	29,401 63
1900-01.....		1,200 80	7,250 70	12,338 20	20,789 70	6,381 20	27,170 90
1901-02.....	570 37	343 80	4,019 58	4,035 45	8,969 20	21,516 80	30,486 00
1902-03.....	721 86	533 55	4,939 70	4,794 80	10,989 91	44,762 66	55,752 57
1903-04.....	732 99	1,219 60	3,111 68	4,557 40	9,621 67	31,209 90	40,831 57
1904-05.....	369 07	680 70	1,321 51	4,803 95	7,175 23	32,643 90	39,819 13
1905-06.....	256 82	240 75	2,478 28	3,214 74	6,190 59	56,222 39	62,412 98
1906-07 (9 mos.).....	166 80	275 60	2,384 77	1,785 65	4,612 82	39,372 60	43,985 42
1907-08.....	131 63	384 40	1,335 55	2,714 40	4,565 98	70,218 30	74,784 28
1908-09.....	69 30	425 40	3,324 70	1,786 80	5,606 20	77,343 37	82,949 57
1909-10.....	95 84	287 20	1,045 86	1,184 00	2,612 90	94,154 15	96,767 05
1910-11.....	74 85	219 50	1,140 72	1,876 20	3,526 57	94,775 10	98,301 67
			Quebec...	1 50			
			St. John...	213 80	4,690 23	77,002 50	81,692 73
1911-12.....	51 27	229 00	1,459 26	2,950 70			
1912-13.....	8 70	235 00	280 78	1,032 60	1,617 93	96,363 00	97,980 93
			St. John...	60 85			



No. 1.—Different Kinds of Grain Inspected for the following Fiscal Years.

	Wheat.	Indian Corn.	Oats.	Buckwheat.	Barley.	Speltz.	Rye.		Flaxseed.	Peas.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Bush.
Totals, 1893-94.....	17,010,290	2,483,100	13,278,829	819,154	821,545	.....	421,007	.....	.....	3,491,266	38,325,191
“ 1894-95.....	14,180,433	6,521,585	3,765,347	547,808	506,673	.....	78,764	.....	.....	2,708,150	28,308,760
“ 1895-96.....	28,215,715	2,267,757	3,896,646	747,804	978,663	.....	20,978	.....	.....	1,392,813	37,520,376
“ 1896-97.....	21,357,641	5,886,296	9,808,023	711,460	835,181	.....	515,114	.....	.....	5,416,383	41,530,098
“ 1897-98.....	25,489,146	15,392,432	13,403,220	765,366	338,279	.....	1,543,722	.....	714	2,927,800	59,860,679
“ 1898-99.....	27,147,163	17,850,014	12,956,264	321,700	257,185	.....	578,459	.....	.....	2,911,073	62,021,858
“ 1899-00.....	23,231,690	10,643,478	9,703,850	381,223	2,746,106	.....	593,842	.....	42,500	2,855,496	50,198,185
“ 1900-01.....	17,665,455	11,397,689	11,253,367	479,668	1,775,583	.....	713,741	.....	24,285	3,064,408	46,374,196
“ 1901-02.....	37,629,593	1,986,380	9,244,485	542,254	1,131,027	.....	620,891	.....	95,000	2,505,548	53,755,178
“ 1902-03.....	39,916,373	2,560,661	14,230,859	472,568	1,947,889	7,083	1,248,428	.....	426,536	1,198,338	62,008,735
“ 1903-04.....	38,685,340	5,091,013	14,045,431	615,902	2,345,992	2,375	255,557	.....	606,507	1,205,451	62,853,604
“ 1904-05.....	41,166,589	5,970,674	9,630,038	741,041	1,548,828	1,000	55,592	.....	306,000	531,950	59,951,712
“ 1905-06.....	64,437,497	2,875,819	11,315,864	871,755	2,679,585	1,000	46,971	.....	494,000	568,924	83,291,415
“ 1906-07 (9 mos.).....	48,363,803	2,510,919	12,339,587	702,071	2,837,948	1,200	49,563	.....	602,000	414,806	67,821,897
“ 1907-08.....	74,845,424	4,227,324	21,930,729	651,482	4,017,953	1,000	36,351	.....	1,616,000	592,723	107,918,986
“ 1908-09.....	80,878,603	276,853	23,578,573	883,256	5,013,150	.....	313,589	.....	2,118,000	794,174	113,856,198
“ 1909-10.....	85,388,862	415,950	29,975,608	1,460,351	4,503,536	.....	111,599	.....	3,503,000	233,955	125,598,861
“ 1910-11.....	86,967,725	3,211,938	27,725,441	691,391	3,148,683	.....	110,696	.....	3,463,000	142,483	125,461,357
“ 1911-12.....	133,424,750	5,261,631	45,159,266	178,963	5,898,967	.....	55,910	.....	3,934,000	119,658	194,033,145
“ 1912-13.....	149,649,913	148,711	63,171,016	297,814	13,824,924	.....	233,089	.....	17,371,800	3,600	244,700,867



No. 2.—STATEMENT showing Quantity of the Various kinds of Grain Weighed in the Western and Eastern Inspection Divisions for the Fiscal Years hereinafter enumerated with fees accrued.

TOTAL GRAIN WEIGHED CARS AND CARGOES.—WESTERN INSPECTION DIVISION.

Districts.	Wheat.	Indian Corn.	Oats.	Screenings.	Barley.	Speltz.	Rye.	Flaxseed.	Total Cars.	Totals.	Weighing Fees.
	Bush.		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	No.	Bush.	\$ cts.
Western Inspection Division—											
1901-02.....	26,178,764		372,455		16,152			43,821		26,567,371	+25,360 30
1902-03.....	38,392,671		916,927		89,156			686,423		39,442,575	+18,250 70
1903-04.....	64,787,591		2,693,475		477,501	726		611,322		68,645,716	+19,777 05
1904-05.....	72,376,570		3,828,069		554,878	694	2,000	903,863		77,371,533	+33,624 90
1905-06.....	116,793,199		10,641,142		2,206,837	914	6,783	1,279,181		130,547,955	+23,067 60
1906-07 (9 mos.).....	73,941,175		18,396,549		3,417,965			640,689		97,041,653	+41,979 75
1907-08.....	46,979,713		10,705,100	27,321	1,353,656			1,431,651	92,407	68,501,468	44,707 25
1908-09.....	53,607,060		11,229,213	93,281	2,140,263			3,075,615	101,653	77,460,669	54,783 90
1909-10.....	55,901,512		15,967,192	157,983	2,351,202		4,165	3,087,591	105,844	78,446,588	57,235 30
1910-11.....	57,258,113		16,276,582	224,284	1,598,432		1,586	1,233,333	156,439	99,811,058	79,611 90
1911-12.....	74,537,561		21,511,000	232,614	2,292,586		5,129	9,512,019	197,193	146,405,126	106,525 60
1912-13.....	106,150,072		24,390,566	821,175	5,526,165						

\* No. of cars not available.

† Includes amount for cars weighed.

CARS WEIGHED.—WESTERN INSPECTION DIVISION.

Winnipeg.	Ft. William and Port Arthur.	Keewatin.	Kenora.	Moose Jaw.	Calgary.	Enderby, B.C.	Vancouver.	Total.
18,726	164,185	1,783	2,255	1,134	7,294	48	1,768	197,193



No. 2—TOTAL GRAIN WEIGHED.—EASTERN INSPECTION DIVISION.

Districts.	Wheat.	Indian Corn.	Oats.	Screenings.	Barley.	Speltz.	Rye.	Flaxseed.	Peas.	Totals.	Weighing Fees.
	Bush.	Bush.	Bush.		Bush.		Bush.	Bush.		Bush.	\$ cts.
Eastern Inspection Division—											
Godereich.....	3,474,588		3,622,630		152,247			476,257		7,725,722	2,010 00
Midland.....	1,632,875	293,048	3,271,588		88,385					5,285,896	1,198 50
Point Edward.....	1,211,128		509,055		11,471			62,440		1,794,094	475 60
Peterborough.....	998		188,755							189,753	39 90
Port McNicoll.....	870,708		1,213,965		14,865		3,100			2,102,638	482 40
Meaford.....	196,211	119,429	230,519							546,159	140 40
Montreal.....	2,322	5,529	321,003							328,854	464 50
Totals, 1912-13.....	7,388,830	418,006	9,357,515		266,968		3,100	538,697		17,973,116	4,811 30
Totals, 1904-05.....	5,742,641	18,202	448,455		20,497			32,600		6,262,395	*379 20
Totals, 1905-06.....	4,009,746	236,599	1,935,152		38,282			139,400		6,359,179	1,818 25
Totals, 1906-07 (9 mos.).....	3,094,030	192,732	2,321,501		58,199			219,269		5,885,731	1,589 40
Totals, 1907-08.....	5,266,102	746,636	4,555,945		191,602			445,870		11,206,161	3,004 19
Totals, 1908-09.....	7,087,422	435,856	5,859,562		237,050			292,921		13,912,81	3,592 55
Totals, 1909-10.....	7,486,001	516,254	8,621,082		373,261		25,567	382,761		17,404,92	4,393 11
Totals, 1910-11.....	7,886,537	934,654	6,791,281		360,431			266,986		16,239,889	4,036 88
Totals, 1911-12.....	7,049,257	925,884	8,947,219		483,774			284,844		17,690,978	4,417 00



SESSIONAL PAPER No. 10d

REPORT OF LICENSES ISSUED AND STORAGE CAPACITIES AND QUANTITY OF GRAIN SHIPPED VIA INTERIOR ELEVATORS AND LOADING PLATFORMS. (See Statement No. 3)

For the period to January 15, 1914, the number of applications for the various kinds of licenses issued under the Canada Grain Act were 2815, and the amount of license fees received therefor was \$14,995.

The following statement shows the revenue received from license fees during the last five years:—

Season Sept. 1 to Aug. 31 following.	No. Applications Received.	Fees.
		\$ cts.
1908-09.....	1,808	3,616 00
1909-10.....	2,146	4,292 00
1910-11.....	2,111	4,222 00
1911-12.....	2,326	4,652 00
1912-13.....	2,579	5,158 00
*1913-14.....	2,815	14,995 00

\*To Jan. 15th, 1914 only.

In past years the license fees charged for each and every kind of license was \$2 per annum, and as this was the only revenue the office was always run at a loss. The deficits for the last four years being:—

	Deficit.
Year1908-09.....	\$ 11,237.13
“ 1909-10.....	11,302.55
“ 1910-11.....	3,998.86
“ 1911-12.....	8,582.45

There is no reason why this office should not be self-sustaining and to thle end the fees were increased by Act of Parliament on June 6, 1913. The scheduis of fees now in force is as follows:—

Country warehouse.....	\$ 5.00
Space.....	5.00
Track buyers.....	5.00
Commission merchants.....	5.00
Terminal elevators.....	25.00
Hospital elevators.....	25.00
Public elevators.....	25.00



4 GEORGE V., A. 1914

COMPARATIVE STATEMENT of Licenses issued for the last eleven years.

Kind of License.	NUMBER ISSUED.										
	1903-04	1904-05	1905-06	1906-07	1907-08	1908-09	1909-10	1910-11	1911-12	1912-13	1913-14
Elevators and warehouses.....	982	1,022	1,118	1,327	1,363	1,495	1,841	1,766	1,972	2,267	2,523
Terminals and public elevators.....											
*Space in elevators.											
Commission merchants.....											
Track buyers.....	16	119	121	154	158	140	149	150	123	91	90
Not licensed.....								35	26	146	136
Totals.....	1,092	1,265	1,360	1,585	1,620	1,756	2,109	2,097	2,297	2,550	2,797

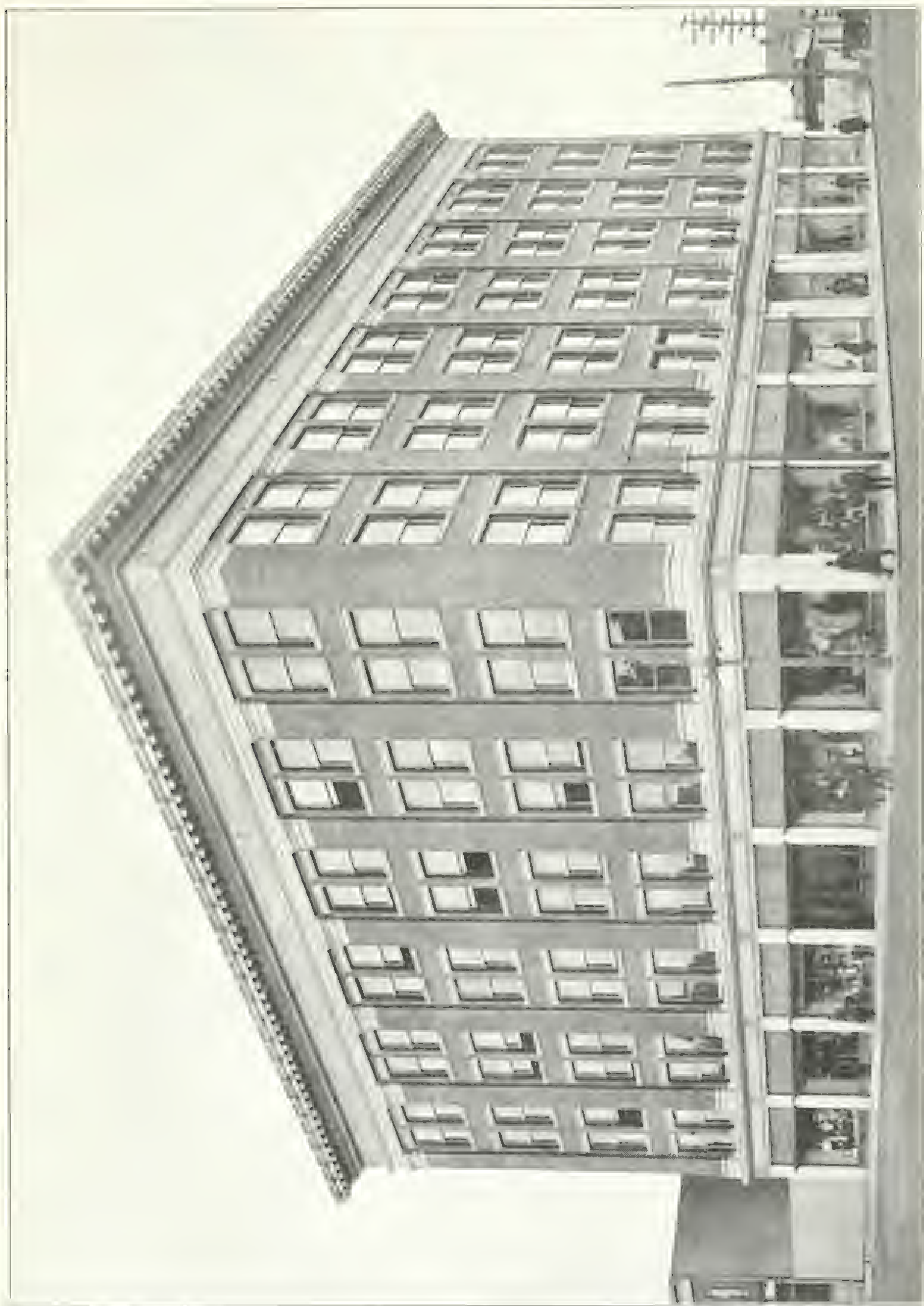
\*Space licenses are issued to independent dealers as a rule, who have leased special bin space in either farmers elevators or independent elevators. Their operations, for the most part, are confined to purchasing wagon-load lots of grain offered for sale on street. It will be noted that the licensing of space elevators is on the decrease.

STATEMENT respecting Grain Elevators in the Western and Eastern Inspection Divisions of Canada.

	1908-09.		1909-10.		1910-11.	
	No.	Capacity in Bushels.	No.	Capacity in Bushels.	No.	Capacity in Bushels.
Country elevators.....	1,416		1,766		1,866	
Warehouses.....	41	43,037,400	38	54,460,400	32	57,487,300
Terminal elevators and Ontario mills.....	12	20,152,700	16	23,440,700	19	27,440,400
Public elevators.....	18	14,826,000	20	16,365,000	24	20,535,000
Totals.....	1,487	78,016,100	1,840	94,266,100	1,941	105,462,700

	1911-12.		1912-13.		1913-14.	
	No.	Capacity in Bushels.	No.	Capacity in Bushels.	No.	Capacity in Bushels.
Country elevators.....	1,997		2,272		2,521	
Warehouses.....	31	62,074,500	37	70,883,650	23	83,142,000
Terminal elevators and Ontario mills.....	19	27,440,400	24	31,120,000	27	43,195,000
Public elevators.....	21	19,135,000	28	25,220,900	22	29,850,000
Totals.....	2,068	108,649,900	2,356	127,224,550	2,593	156,187,000



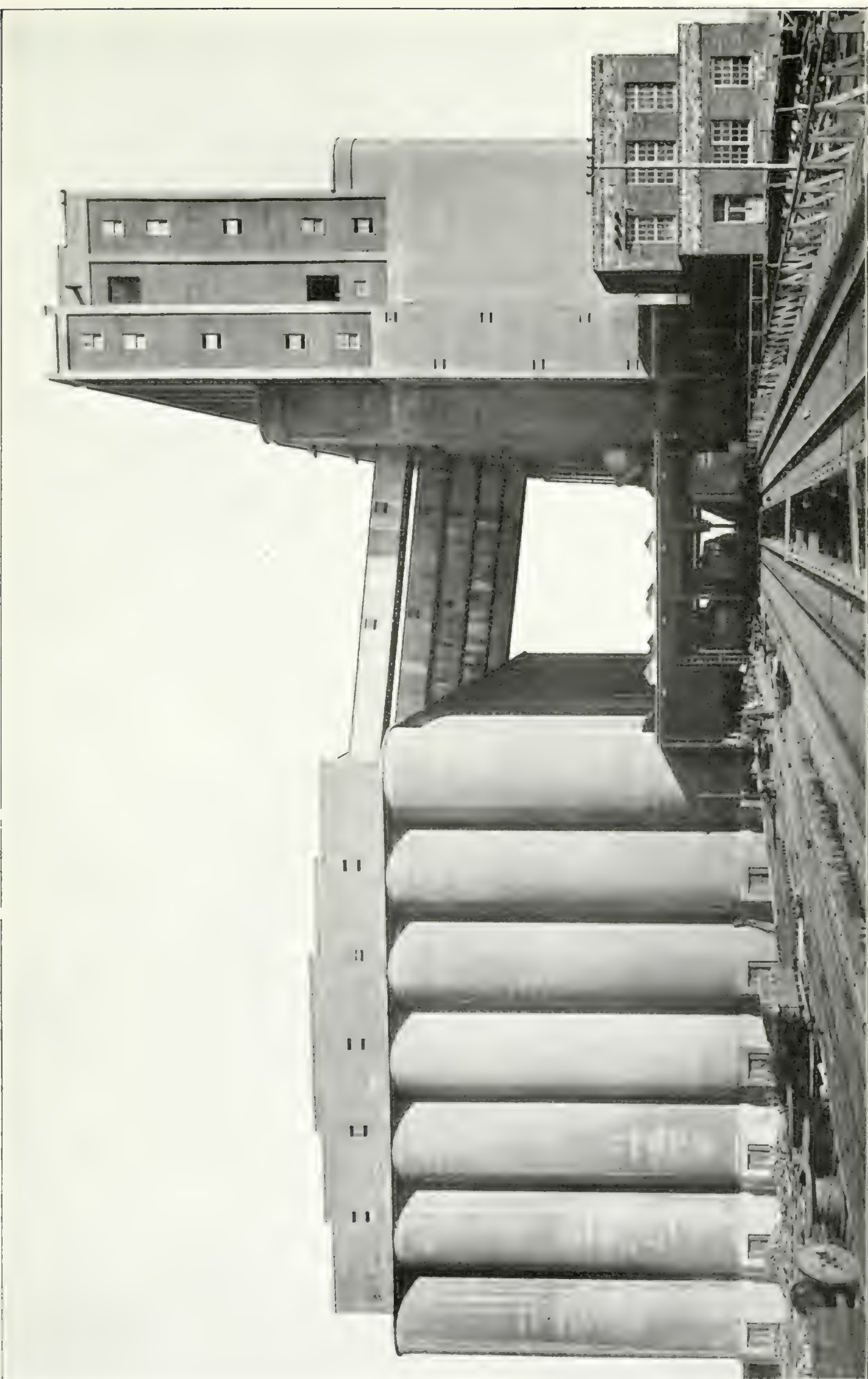


Port William Grain Elevator, Port William, Ontario.  
Herein are located the offices of the Grain Commission and the Grain Inspection Staff.









Government Elevator, Port Arthur, Ont







SESSIONAL PAPER No. 10d

COMPARATIVE STATEMENT of Country, Terminal and Public Elevators Operated Under License for the Last Twelve Years.

Crop Year.	No. of Elevators.	No. of Warehouses.	Totals.	Increase.	Storage Capacity.
1900-01.....	426	97	523	.....	18,879,352
1901-02.....	545	85	630	107	23,099,000
1902-03.....	740	82	822	192	30,356,400
1903-04.....	918	64	982	160	41,186,000
1904-05.....	976	46	1,022	41	46,953,630
1905-06.....	1,065	53	1,118	96	50,690,700
1906-07.....	1,221	52	1,273	155	55,222,200
1907-08.....	1,318	36	1,354	81	58,535,700
1908-09.....	1,446	41	1,487	133	78,016,100
1909-10.....	1,802	38	1,840	353	94,266,100
1910-11.....	1,909	32	1,941	101	105,462,700
1911-12.....	2,037	31	2,068	127	108,649,900
1912-13.....	2,319	37	2,356	288	127,224,550
1913-14.....	2,570	23	2,593	237	156,187,000

To Febuary 1914 only, season closes August 31, 1914.

STATEMENT showing the number of Elevators in Canada, which handle Western grain, summarized by provinces, season 1913-14.

—	Stations.	Elevators.	Warehouses.	Capacity.
				Bushels.
Manitoba.....	345	691	6	23,598,000
Saskatchewan.....	559	1,424	7	44,294,000
Alberta.....	195	399	8	14,688,000
British Columbia.....	6	7	2	562,000
Total.....	1,148	2,521	23	83,142,000
Ontario Milling Elevator.....	2	3	.....	1,700,000
Ontario Country Elevators.....	.....	1	.....	40,000
Ontario Terminal Elevators and Hospital Elevators.....	4	23	.....	41,455,000
Total.....	6	27	.....	43,195,000
Total Western Division.....	1,154	2,548	23	126,337,000
Ontario.....	10	14	.....	18,350,000
Quebec.....	3	5	.....	8,500,000
New Brunswick.....	2	2	.....	2,500,000
Nova Scotia.....	1	1	.....	500,000
Total Eastern Division.....	16	22	.....	29,850,000
Grand Totals.....	1,170	2,570	23	156,187,000

The statement which follows is a comparative one for the season 1912-13.



4 GEORGE V., A. 1914

STATEMENT showing the number of Elevators in Canada, which handle Western grain, summarized by provinces, season 1912-13.

	Stations.	Elevators.	Warehouses.	Capacity.
				Bushels.
Manitoba.....	338	698	10	22,253,150
Saskatchewan.....	513	1,246	6	36,503,000
Alberta.....	168	321	19	11,565,500
British Columbia.....	6	7	2	562,000
Total.....	1,025	2,272	37	70,883,650
Ontario Milling Elevators.....	2	3		1,700,000
Ontario Country Elevators.....		1		40,000
Ontario Terminals and Hospital Elevators..	4	20		29,380,000
Total.....	6	24		31,120,000
Totals Western Division.....	1,031	2,296	37	102,003,650
Ontario.....	12	15		17,600,000
Quebec.....	2	5		5,620,900
New Brunswick.....	2	2		1,500,000
Nova Scotia.....	1	1		500,000
Totals Eastern Division.....	17	23		25,220,900
Grand totals.....	1,048	2,319	37	127,224,550

STATEMENT showing number of Elevators in Canada, handling Western Grain, summarized by railways for season 1913-14, also comparative figures covering the previous year.

	Stations.	Elevators.	Warehouses.	Capacity.
				Bushels.
C.P.R.—Manitoba.....	166	408	1	15,835,000
Saskatchewan.....	305	829	5	26,339,000
Alberta.....	130	306	4	11,454,000
British Columbia.....	5	6	2	497,000
Total.....	606	1,549	12	54,125,000
A year ago.....	542	1,406	26	46,315,300
C.N.R.—Manitoba.....	136	232	5	6,261,000
Saskatchewan.....	181	402	2	12,095,000
Alberta.....	43	65	4	2,329,000
Total.....	360	699	11	20,685,000
A year ago.....	328	641	11	17,350,000
G.T.P.—Manitoba.....	21	25		757,000
Saskatchewan.....	113	193		5,860,000
Alberta.....	22	28		905,000
Total.....	156	246		7,522,000
A year ago.....	129	198		5,917,000
G.N.R.—Manitoba.....	25	26		745,000
British Columbia.....	1	1		65,000
Total.....	26	27		810,000



SESSIONAL PAPER No. 10d

STATEMENT showing number of Elevators in Canada, handling Western Grain, summarized by railways for season 1913-14, etc.—Continued.

	Stations	Elevators.	Warehouses.	Capacity.
				Bushels.
A year ago.....	26	27	.....	810,000
Total.....	1,148	2,521	23	83,142,000
A year ago.....	1,025	2,272	37	70,883,650
Ontario—				
Milling Elevators, C.P.R.....	2	3	.....	1,700,000
Country Elevators, C.P.R.....	.....	1	.....	40,000
	2	4	.....	1,740,000
A year ago.....	2	4	.....	1,740,000
Ontario terminal Elevator and Hospital Elevator C.P.R.....	2	16	.....	20,440 000
C.N.R.....	1	5	.....	15,065,000
G.T.P.....	1	2	.....	5,950,000
	4	23	.....	41,455,000
A year ago.....	4	20	.....	29,380,000
Total Western Division.....	1,154	2,548	23	126,337,000
A year ago.....	1,031	2,296	37	102,003,650
Eastern Public Elevators—				
C.P.R.—Ontario.....	3	4	.....	6,250,000
G.T.R.— “ .....	7	10	.....	12,100,000
C.P.R.—Quebec.....	1	2	.....	5,000,000
G.T.R.— “ .....	2	3	.....	3,500,000
C.P.R.—New Brunswick.....	1	1	.....	2,000,000
I.C.R.— “ .....	1	1	.....	500,000
I.C.R.—Nova Scotia.....	1	1	.....	500,000
Total, Eastern Division.....	16	22	.....	29,850,000
A year ago.....	17	23	.....	25,220,900
Grand totals.....	1,170	2,570	23	156,187,000
A year ago.....	1,048	2,319	37	127,224,550



No. 3.—STATEMENT showing quantity of each kind of Grain handled by the Interior Elevators in the Provinces of Manitoba, Saskatchewan and Alberta with the line of railway on which they are located for Crop Year 1912-13, with totals for 1908-09, 1909-10, and 1910-11. Also quantities shipped over loading platforms and total shipments.

QUANTITY OF GRAIN HANDLED BY ELEVATORS.										
CROP YEAR, 1912-13.	Wheat.		Oats.		Barley.		Flax.		Total Grain.	
	Receipts.	Ship- ments.	Receipts.	Ship- ments.	Receipts.	Ship- ments.	Receipts.	Ship- ments.	Receipts.	Ship- ments.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
C. P. R., Manitoba.....	19,605,597	.....	6,427,057	.....	2,454,840	.....	500,106	.....	28,987,600	.....
C. N. R. ".....	8,012,636	.....	3,158,140	.....	1,404,206	.....	83,731	.....	12,658,713	.....
G. N. R. ".....	2,126,848	.....	203,300	.....	411,071	.....	84,068	.....	2,825,287	.....
G. T. P. ".....	699,069	.....	98,129	.....	692,652	.....	8,449	.....	1,498,299	.....
Total.....	30,444,150	.....	9,886,626	.....	4,962,769	.....	676,354	.....	45,969,899	.....
C. P. R., Saskatchewan.....	38,728,419	.....	12,470,020	.....	2,317,742	.....	11,064,800	.....	64,580,981	.....
C. N. R. ".....	17,553,367	.....	5,595,010	.....	985,563	.....	2,249,419	.....	26,383,359	.....
G. T. P. ".....	4,989,692	.....	2,929,544	.....	201,106	.....	1,414,201	.....	9,534,543	.....
Total.....	61,271,478	.....	20,994,574	.....	3,504,411	.....	14,728,420	.....	100,498,863	.....
C. P. R., Alberta.....	11,403,519	.....	8,822,536	.....	1,610,356	.....	1,007,375	.....	22,843,786	.....
C. N. R. ".....	1,158,263	.....	1,415,580	.....	83,014	.....	73,348	.....	2,730,205	.....
G. T. P. ".....	320,488	.....	542,237	.....	36,533	.....	36,690	.....	935,948	.....
Total.....	12,882,270	.....	10,780,353	.....	1,729,903	.....	1,117,413	.....	26,509,939	.....
Manitoba.....	30,444,150	.....	9,886,626	.....	4,962,769	.....	676,354	.....	45,969,899	.....
Saskatchewan.....	61,271,478	.....	20,994,574	.....	3,504,411	.....	14,728,420	.....	100,498,883	.....
Alberta.....	12,882,270	.....	10,780,353	.....	1,729,903	.....	1,117,413	.....	26,509,939	.....
Total crop year, 1912-13.....	104,597,898	.....	41,661,553	.....	10,197,083	.....	16,522,187	.....	172,978,721	.....
Total crop year, 1908-09.....	59,043,270	59,134,614	18,952,447	18,884,658	2,378,123	2,382,943	1,776,076	1,769,260	82,149,916	82,171,475



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Total crop year, 1909-10.....	78,105,514	76,887,761	30,561,324	28,346,637	3,366,188	3,199,253	3,051,450	3,032,649	115,084,476	111,466,300
Total crop year, 1910-11.....	70,368,319	70,913,452	29,044,659	30,069,271	1,479,207	1,589,257	2,600,192	2,588,743	103,492,377	105,160,723
Total crop year, 1911-12. . .	104,574,734	103,962,911	42,714,956	42,264,424	5,196,710	5,051,055	4,914,658	4,922,434	157,430,468	155,200,824
—										
Shipped over loading platforms.										
Shipped from Elevators.										
Total Shipments.										
Bush.										
Bush.										
Wheat.....				37,117,227	104,597,898	141,715,125				
Oats.....				18,102,047	41,661,553	59,763,600				
Barley.....				4,635,917	10,197,083	14,833,000				
Flax.....				5,559,313	16,522,187	22,081,500				
Totals, all grains, 1912-13.....										
65,414,504										
172,978,721										
238,393,225										



No. 4.—STATEMENT showing quantity of each kind of Grain, with totals received by the Terminal Elevators at Fort William and Port Arthur, for the Undermentioned Crop Years.

WHEAT.

Crop Year ended Aug. 31.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.
Fort William—											
C. P. R.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Consolidated.	31,168,857	21,461,587	18,456,200	27,099,996	25,578,630	16,280,130	20,553,853	22,411,451	16,364,372	24,835,529	17,479,872
Empire Elevator Co.					1,731,584	4,679,148	5,720,613	6,009,797	6,687,835	9,916,515	8,981,820
Ogilvie Flour Mills Co.			3,888,901	11,613,603	14,146,263	5,439,832	7,693,309	7,993,333	5,278,055	11,332,968	11,111,409
Western Term'l El. Co.			678,446	3,360,570			4,282,260	6,471,432	7,032,132	8,631,482	8,418,477
G. T. Pacific.								2,593,537	4,172,238	7,750,607	5,935,220
Black & Muirhead.								68,628	4,665,998	8,288,302	11,638,657
Davidson & Smith.								74,345	732,166	2,045,683	
Grain Growers Grain Co.									26,287	100,748	
Total—Ft. William.	31,168,857	21,461,587	23,023,547	42,074,169	41,459,527	26,399,110	38,250,035	45,622,523	44,959,083	72,901,834	75,276,859
Port Arthur—											
Port Arthur Elev. Co.	9,131,647	8,558,744	6,839,936	10,588,083	16,108,404	12,778,549	18,325,064	20,919,221	18,438,738	24,322,739	23,731,948
D. Horn & Co.	1,001,970	2,060,296	1,645,131	2,759,276	2,985,764	1,512,213	1,513,633	1,199,202	817,417	1,828,453	1,320,743
Thunder Bay Elev. Co.								4,543,634	4,843,329	6,986,452	6,700,372
National Elev. Co.								1,022	1,073,304	2,153,261	
Total—Port Arthur.	10,133,617	10,619,040	8,485,070	13,347,359	19,094,168	14,290,762	19,838,697	26,663,079	25,172,788	35,290,905	31,753,063
Transcona C. P. R.											227,876
Grand Total	41,302,474	32,080,627	31,508,617	55,421,528	60,553,695	40,689,872	58,088,732	72,285,602	70,131,871	108,192,739	107,257,798

OATS.

Fort William—											
C. P. R.											
Consolidated.	1,396,982	164,619	561,948	3,268,071	5,432,543	4,142,270	6,160,582	6,441,583	2,297,817	6,004,047	5,885,453
Empire Elevator Co.					259,989	1,126,263	999,849	2,326,840	1,495,406	2,869,783	2,155,838
Ogilvie Flour Mills Co.			63,640	1,759,874	3,038,439	2,354,419	2,326,027	3,719,653	1,974,615	3,650,776	4,090,453
Western Term'l El. Co.			41,170	71,360			1,029,693	1,968,530	524,817	1,883,665	1,338,467
G. T. Pacific.								847,855	224,746	895,318	912,760
Black & Muirhead.									2,790,247	3,753,733	6,544,405
Davidson & Smith.								111,362	7,628	6,286	
Grain Growers Grain Co.								119,824	29,495	84,482	3,364,659
Total—Ft. William.	1,396,982	164,619	666,758	5,099,305	8,730,971	7,622,952	10,516,151	15,535,647	9,314,801	19,148,090	24,292,035



[illegible]

BARLEY.

[illegible]

## FLAX.

Fort William—										
C.P.R.	14,435		80,812						149	2,301,684
Consolidated				32,239	299,730	518,029	623,683	718,737	914,820	2,257,080
Empire Elevator Co.		23,860	95,984	97,342	147,448	165,700	443,560	319,499	1,071,765	3,093,068
Western Term'l Elev. Co							440,898	629,521	1,190,310	2,459,478
Black & Muirhead								24		
G.T. Pacific								32,207	245,236	2,087,497
Davidson & Smith									2,029	
Grain Growers' Grain Co										116,277
Total—Ft. William	14,435	23,860	176,796	129,581	447,178	683,729	1,508,141	1,699,988	3,424,309	12,315,084



No. 4.—STATEMENT showing each quantity of each kind of Grain, with totals, received by the Terminal Elevators at Fort William and Port Arthur for the undermentioned Crop Years.—*Concluded.*

Crop Year ended Aug. 31	1902-03.	1903-04.	1904-05.	1905-06.	1906-07	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.
Port Arthur—											
Port Arthur Elev. Co....	60,098	74,890	3,683	13,969	156,098	197,524	144,528	184,002	165,146	990,315	3,878,948
D. Horn & Co.....	107,439	372,728	142,218	289,536	510,518	870,999	1,282,418	1,571,060	951,466	1,252,854	1,009,525
Thunder Bay Elev. Co.								97,604	58,331	176,419	966,668
National Elev. Co.....									2,399	110,554	
Total—Port Arthur....	167,537	447,618	145,901	393,505	666,616	1,068,523	1,426,946	1,852,666	1,177,342	2,530,142	5,855,141
Transcona C.P.R.....											50,456
Grand Total.....	167,537	462,053	169,761	480,301	796,197	1,515,701	2,110,675	3,360,807	2,877,330	5,954,451	18,220,581
RYE.											
Fort William—											
C.P.R.....										10,204	5,367
Empire Elev. Co.....								5,003	497		
Grain Growers Grain Co.									33		1,108
Total—Ft. William....								5,003	530	10,204	6,475
Port Arthur—											
David Horn & Co.....									4,706		
Total—Port Arthur....									4,706		
Grand Total.....								5,003	5,236	10,204	6,475
TOTAL GRAIN.											
Fort William—											
C.P.R.....	32,704,983	21,663,152	19,141,377	30,789,519	31,697,349	21,002,368	27,436,299	29,770,271	18,975,356	31,766,741	28,086,285
Consolidated.....					2,040,526	6,152,911	7,293,993	9,091,858	9,003,241	13,838,856	13,889,983
Empire Elev. Co.....			3,989,599	13,635,837	17,617,694	8,078,131	10,400,822	12,445,417	7,688,849	16,477,783	19,263,633
Ogilvie Flour Mills Co..			719,616	3,468,993			5,460,184	8,629,574	7,578,224	10,607,063	10,014,356
Western Term'l El. Co..								3,910,315	5,066,490	9,843,622	9,307,844







4 GEORGE V., A. 1914

No. 5 —ELEVATOR Storage Capacity at Fort William and Port Arthur with additions for year 1914.

	Bushels.		Additions 1914
<i>Terminal Elevators.</i>			
Fort William—			
Western Terminal.....	1,000,000		1,000,000
Fort William Terminal.....	1,750,000		
Consolidated Terminal.....	1,750,000		
C. P. R. "D".....	7,350,000		
Ogilvie's.....	1,100,000		
Grand Trunk Terminal.....	6,000,000		
Grain Growers Grain Co.....	2,500,000		
Empire Terminal.....	1,750,000		
Eastern Terminal.....	2,235,000	25,435,000	
Port Arthur			
Dominion Government.....	3,250,000		
Thunder Bay.....	1,500,000		
Port Arthur Terminal.....	9,500,000		
D. Horn & Co.....	750,000		
		15,000,000	
Total Terminal.....		40,435,000	1,000,000
<i>Hospital Elecators.</i>			
Fort William—			
Black & Muirhead.....	200,000		
N. M. Paterson & Co.....	50,000		
Bole Elevator Co.....	10,000		
Muirhead & Co.....	35,000		
Superior Elevator.....	100,000		
F. A. Guy & Co.....	35,000		
Grain Growers' "H".....	80,000		
Dayer's Elevator.....	100,000		
		610,000	
Port Arthur—			
National Elevator.....	65,000		
Davidson & Smith.....	750,000		
		815,000	
Total Capacity.....		41,860,000	
	FortWilliam	Port Arthur	
Terminal.....	25,435,000	15,000,000	
Hospital.....	610,000	815,000	
Total Capacity.....	26,045,000	15,815,000	



No. 6.—STATEMENT Showing the Receipts of Wheat, by Grades, at each of the Terminal Elevators at Fort William and Port Arthur, for the Crop Year ending August 31, 1913.

Grades.	C. P. R.	Trans- cona.	Consoli- dated.	Empire.	Thunder Bay.	G. T. P.	G. G. G.	Horn's.	Ogilvie's.	Port Arthur.	Western.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1 Hard.....	79,349		39,395	17,918		638,547	26,708		58,894	2,163	18,778	243,205
1 Nor.....	2,430,080		1,728,830	1,391,932	542,276		1,441,384	63,973	1,798,564	1,620,200	1,829,862	13,485,648
2 Nor.....	5,393,042	2,314	4,188,317	4,058,439	2,059,908	2,945,671	4,812,406	148,764	3,597,857	6,400,663	2,838,040	36,445,421
3 Nor.....	2,711,016	3,714	1,692,857	2,576,773	1,932,891	3,642,035	2,737,312	69,855	1,796,278	7,581,232	901,968	25,645,931
No. 4.....	604,769	1,620	346,394	760,820	323,092	856,570	545,360	31,110	260,825	1,016,284	130,098	4,876,942
No. 5.....	168,890	96	53,573	148,641	48,195	193,113	155,113	11,795	23,245	341,970	20,304	1,164,935
No. 6.....	106,095	69	68,015	230,943	107,959	91,511	100,913	16,586	19,109	91,644	4,270	837,114
Feed.....	48,546	362	49,688	85,372	27,249	57,304	32,897	7,588	25,276	69,910	36,720	440,912
Ref. 1 N.....	155,556		55,552	76,838	17,975	35,299	14,056	5,320	22,730	45,924	25,784	455,034
Ref. 2 N.....	601,530		134,719	188,192	106,383	186,611	148,086	15,982	36,292	291,736	40,480	1,750,011
Ref. 3 N.....	381,756		83,882	112,746	187,043	216,533	82,623	14,722	18,599	451,191	4,598	1,553,693
Ref. 4.....	110,134		3,063	21,404	18,958	34,764	11,790	10,111		43,116		253,340
Ref. 5.....	22,974		808		283	8,630				11,326		44,021
Ref. 6.....	7,031			322	1,008	2,866		1,745	1,471	3,488		17,931
Ref. Sun.....	24,046		1,109	993	1,999	11,257		2,033		4,660	2,236	48,333
N. E. G.....	9,719			4,421								14,140
1 A. R. W.....	64,981		7,495	46,098			17,377		13,628		14,798	164,377
2 A. R. W.....	183,215		72,932	185,750			130,558	1,059	13,661	1,075	11,031	599,281
3 A. R. W.....	124,417		50,165	147,122		1,017	67,412		13,381	3,130	8,770	415,414
4 A. R. W.....	59,660		20,791	44,854			27,955	1,091	7,173	1,411	6,987	169,922
5 Winter.....	21,359		3,837	19,163			6,459					50,818
3 A. R. W. Tf.....	17,776			2,494		2,962				7,527		30,759
4 R. W. Tf.....	14,841			327		3,489						18,657
5 W. Tf.....	7,493					6,418						13,911
2 A. R. W. Tf.....	9,899											9,899
1 A. R. W. Tf.....	1,455											1,455
Drd 3 ARW.....	5,509											8,453
Ref. Fd.....	1,341					956		2,944		1,707		4,419
N. G. Goose No. 3.....	259							415				259
Wrecked.....	1,025											1,025
Tf. 1 N.....	187,502	417	64,630	57,109	31,671	37,656	60,659		96,892	136,685	8,866	682,087
Tf. 2 N.....	1,070,699	12,629	172,119	225,319	233,665	295,343	347,284	16,460	262,748	744,631	21,808	3,402,705
Tf. 3 N.....	1,388,344	66,839	111,577	418,592	667,317	1,014,943	626,284	21,226	321,571	3,048,875	1,452	7,687,020
Tf. 4.....	723,584	40,066	18,350	222,867	276,440	546,535	231,992	5,257	10,612	1,202,435	5,881	3,284,019
Tf. 5.....	259,777	30,922	7,432	27,797	27,550	342,395	24,226	253	1,343	303,448	175	1,025,318
Tf. 6.....	181,294	29,210		24,649	15,131	252,371	12,461	1,704	2,070	146,351	947	666,188
Tf. Fd.....	86,076	23,867		9,819	4,485	180,604	730	757		56,439	36	362,813
Tf. Cond.....	14,949				5,546	21,022				61,402		102,919
Heated.....	18,827											18,827
Cond.....	4,977		1,064			83	9,001	10,155				25,280
Sample.....	5,795								7,494			13,289



Grades.	C. P. R.	Trans- cona.	Consoli- dated.	Empire.	Thunder Bay.	G. T. P.	G. G. G.	Horn's.	Ogilvie's.	Port Arthur.	Western.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Drd. 2 N.	5,572				8,522			168,849	6,533			189,476
Drd. 3 N.	58,946				10,602		18,075	257,925				345,548
Drd. No. 4.	35,238				11,832		2,733	141,504	1,140			192,447
Drd. No. 5.	19,858				10,503		17,129	64,613				112,103
Drd. Rej. 3 N.	31,270					779				3,994		36,043
Drd. Rej. 4.	6,943			1,999				72,222		8,180		15,123
Drd. Cond.	990				10,826	2,833		27,295		6,342		95,212
Drd. Fd.	11,468				1,803							40,566
Mxd. Htd.		5,359										5,359
N. G. Tf. Smty.		236										236
Rej. Mxd. Htd.		607										607
NG Dp.												
Smutty.												
NG Tf.												
Rej. A. C. Seed.		7,651										7,651
Rej. 3.		1,898										1,898
Tf. Mxd. Htd.			1,369									1,369
Mxd. Htd.			1,086									1,086
Mxd. Htd.			975									975
Rej. Fd. Mxd. Htd.			638									638
N. G. Rej. Mxd. Grain.			1,158	1,012								1,158
Rej. 3 N. Htd.				684								1,012
Rej. 6 Mxd.												684
Drd. No. 6.					6,019	1,932		57,134				65,085
Rej. Mxd. Grain.					2,955	4,736	2,421	22,200		5,094		37,406
Rej. Mxd. Grain Tf.					41	213						254
Drd. Cond. Mxd. Grain.					245							245
Sundried Tf.												
Drd. 1 Nor.						1,659				3,614		5,273
Drd. 4 R.W.								45,673				45,673
Rej. 1 N. Mxd. Htd.								2,423	1,091			2,423
2 Goose Tf.												1,091
Drd. Rej. 2 Nor.										1,619		1,619
Drd. Rej. No. 5.										7,705		7,705
Drd. Rej. No. 6.										1,235		1,235
Drd. Rej. Fd.										1,028		1,028
Drd. Rej. 2 A. R. W.										36		36
Drd. Rej. 4 R. W. mxd. Htd.										1,223		1,223
Rej. 3 A. R. W.										1,255		1,255
											1,341	1,341
Total	17,479,872	227,876	8,981,820	11,111,409	6,700,372	11,638,657	11,711,404	1,320,743	8,418,477	23,731,948	5,935,220	107,257,798



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STATEMENT showing the Receipts of Oats by Grades at each of the Terminal Elevators at Fort William and Port Arthur, for the Crop year ending August 31, 1913.

Grades.	C. P. R. Elevator.	C. P. R. Elevator Transcona.	Consolidated Elevator.	Empire Elevator.	Thunder Bay Elevator.	G. T. P. Elevator.	Grain Growers' Elevator.	Horn's Elevator.	Ogilvie's Elevator.	Port Arthur Elevator.	Western Elevator.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1 C. W.	8,284		1,779	1,902	1,700	2,026	23,654	2,489		14,514		56,348
2 C. W.	1,711,849		1,153,073	2,191,956	997,670	2,896,367	1,504,467	85,557	668,306	3,018,847	446,898	14,674,990
3 C. W.	493,798		348,687	392,338	200,380	610,681	428,535	27,670	161,773	576,179	158,310	3,398,351
Ex. 1 Fd.	531,277		223,419	542,684	329,483	777,526	268,282	10,164	186,889	983,830	145,248	3,998,802
1 Feed.	387,072	677	167,536	344,292	143,403	512,073	283,442	8,489	75,566	603,688	86,764	2,613,002
2 Feed.	333,800	734	197,778	185,592	67,065	274,445	214,607	19,071	151,374	240,829	63,704	1,748,999
Rej.	1,236,971		17,514	29,678	19,379	1,161,744	135,675	910	5,630	1,024,333	9,327	3,641,161
Cond.				3,706		45,618		671		40,502		90,497
2 C. W. Tf.	10,862	744	29,148	257,587					79,339		2,509	380,189
3 C. W. Tf.	6,522		11,928	70,872								89,322
Ex. 1 Fd. Tf.	5,744		1,321	8,175					5,386			20,626
1 Fd. Tf.	2,135			56,413					2,008			60,556
2 Fd. Tf.	2,769		3,655	5,258					2,196			13,878
Rej. Mxd. Htd.	1,083,188											1,083,188
Cond. Tf.	13,305											13,305
Rej. Tf. Mxd. Htd.	15,208											15,208
Dried Cond.	9,932							55,878		4,768		70,578
Drd. Rej. Htd.	27,439											27,439
Drd. Sundries.	5,298				16,985							22,283
Tough.					415,389		499,741			737,407		1,652,537
Drd. Oats.					1,766							1,766
Drd. 2 C. W.					3,475							3,475
Drd. 3 C. W.					1,690							1,690
Drd. 1 Fd.					3,790							3,790
Ded. 2 Fd.					50							50
Drd. Rej.					1,985		6,256	216,465				224,706
Rej. Htd.						260,548		9,584				270,132
Drd. Rej. Htd.						1,562						1,562
2 Mixed.						1,815						1,815
Block.										1,765		1,765
2 Block.										1,878		1,878
Totals.	5,885,453	2,155	2,155,838	4,090,453	2,204,210	6,544,405	3,364,659	436,948	1,338,467	7,248,540	912,760	34,183,888



STATEMENT showing the Receipts of Barley by Grades at each of the Terminal Elevators at Fort William and Port Arthur for Crop year ending August 31, 1913.

Grades.	C. P. R. Elevator.	C. P. R. Trans- cona.	Consoli- dated Elevator.	Empire Elevator.	Thunder Bay Elevator.	G. T. P. Elevator.	Grain Growers' Elevator.	Horn's Elevator.	Ogilvie's Elevator.	Port Arthur Elevator.	Western Elevator.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Ex. 3 C. W.	7,297											7,297
Ex. 3 C. W.	959,038		231,319	499,013	536,473	391,006	662,108	26,942	169,880	1,431,554		4,907,333
Ex. 4 C. W.	671,837		225,747	309,093	280,380	225,929	325,860	17,451	60,859	650,926	305	2,768,387
Ex Feed.	73,748		6,614	71,108	3,638	12,501	22,868	2,490	310	53,543		246,820
Ex. Rej.	162,720		31,567	56,262	32,153	58,531	59,122	6,925	24,041	171,567	82	602,970
Ex. Tough.	538,079	1,586		31,976	78,832	58,240	144,235			488,678		1,341,626
Drd. Rej Mxd. Htd.	1,191							721				1,191
Cond.				1,251								1,972
Drd. Rej. Htd.					1,806				1,334			3,140
Drd. Rej.								49,662				49,662
Drd. Cond.								10,221		848		11,069
Dried.								36,263	990	1,118		38,371
Totals.....	2,413,910	1,586	495,247	968,703	933,282	746,207	1,214,193	150,675	257,414	2,798,234	387	9,979,838



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STATEMENT showing the Receipts of Flax by Grades at each of the Terminal Elevators at Fort William and Port Arthur for Crop year ending August 31, 1913.

Grades.	C. P. R. Elevator.	C. P. R. Elevator Transcona.	Consolidated Elevator.	Empire Elevator.	Thunder Bay Elevator.	G. T. P. Elevator.	Grain Growers' Elevator.	Horn's Elevator.	Ogilvie's Elevator.	Port Arthur Elevator.	Western Elevator.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1 C. W.	1,699,527	40,654	1,914,472	2,577,237	675,387	1,353,537	97,491	599,659		2,908,791	2,194,674	14,061,429
2 C. W.	411,269	8,747	279,628	395,278	163,793	490,794	9,793	195,571		652,694	221,473	2,829,040
3 C. W.	190,888	1,055	58,877	107,339	26,304	135,832	2,229	56,161		120,978	39,551	739,214
Reject.			1,156	9,869	11,890	32,552		117,375		12,133	1,037	186,012
Cond.			1,340	3,088	42,543	17,641		34,346		11,389	2,743	113,090
Tough.			1,607	257	46,751		6,764	4,278		172,962		232,620
Rej. Tf.						57,141						57,141
Drd. Con.								2,102				2,102
Dried.								33				33
Totals.....	2,301,684	50,456	2,257,080	3,093,068	966,668	2,087,497	116,277	1,009,525		3,878,948	2,459,478	18,220,681

STATEMENT showing the total Rye by Grades received at the Terminal Elevators at Fort William and Port Arthur for Crop year September 1, 1912 to August 31, 1913.

Grades.	C. P. R. Elevator.	C. P. R. Elevator Transcona.	Consolidated Elevator.	Empire Elevator.	Thunder Bay Elevator.	G. T. P. Elevator.	Grain Growers' Elevator.	Horn's Elevator.	Ogilvie's Elevator.	Port Arthur Elevator.	Western Elevator.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Rye.....	5,366											5,366
Rej.							1,109					1,109
Totals.....	5,366						1,109					6,475







3 Nor.	69,965	944				3,090			1,554		75,553
Drd. Rej. 4.	52,355					2,427			6,667		61,449
Drd. Rej. 5.	35,288					11,224		2,333	4,063		52,908
Drd. Rej. 6.	45,938					4,624			11,033		61,595
Rrd. Rej. Fd.	52,751					2,142			4,925		59,818
Drd. Cond.	108,429					11,623			114,301		371,140
Drd. 2 N.	1,467	11,771			98,805	56,930			48,395		139,077
Drd. 3 N.	12,415	56,854			188	76,593			77,102		268,146
Drd. No. 4	26,394	35,628			802	96,299		17,896	26,484		217,249
Drd. No. 5	14,512	28,127			9,297	104,513		2,733	42,048		189,797
Drd. No. 6	24,506	26,538			2,499	50,446		16,905	20,351		122,158
Drd. Fd.	20,282	21,129			644	11,809			16,652		86,768
Drd. 5 Win.	3,222				2,450	6,419			26,161		10,699
Sundries.	23,070		1,109						1,058		24,179
N. G. 3 G T f.	259										259
N. G. Rej. Tf.	4,320										4,320
Rej. Msd.											
Grain.	17,814				6,541	6,104	884		4,931		38,900
N. G. Dp.											
Smutty.		1,000									1,000
N. G. 3 Tf. Rej. Htd.		597									597
Drd. Rej. 4 Mxd. Htd.		4,264									4,264
Drd. Smutty.		5,998									5,998
Drd. Smutty Mxd. Htd.		223									223
Rej. 4 Mxd. Htd.			3,806								3,806
Rej. 5 Mxd. Htd.			2,652								2,652
Rej. 4 R. W.			1,060								1,060
Rej. 4 W. W.			78								78
Cond. Htd.											268
Cond. Tf. Htd.					268						1,370
4 Winter Tf.					1,370						4,421
Drd. Cond. Mxd. Gr.					4,421						17,520
Drd. 1.					245	2,811			6,418		17,520
Drd. Cond. 4 Mxd. Htd.						961					3,209
Drd. Cond. 5 Mxd. Htd.						3,209					5,317
Drd. Cond. Htd.						5,317					865
Rej. FTd. Tf. Htd.						865					2,969
Drd. Rej. Sun. Htd.						2,969					7,360
Drd. 4 R. W.						3,489			855		6,050
Drd. 3 R. W.						2,962			3,088		740
Tf. Sundries.						740					1,336
Rej. 3 R. W. Mxd. Htd.											1,290
Rej. 5 Winter Mxd. Htd.											1,478
Drd. Mixed Grain.											1,091
Rej. Mixed Grain.											670
Sample.											1,100
Drd. Rej. 2 Northern.											1,110
Drd. Rej. Sundries.											882
Drd. Goose.											1,341
Rej. 3 A. R. W.											
Total.	18,056,900	206,585	8,814,378	11,005,079	6,578,748	11,800,609	11,614,898	1,235,904	8,358,492	24,282,111	107,956,



STATEMENT showing the Shipments of Oats by Grades from the Terminal Elevators at Fort William and Port Arthur for the Crop year ending August 31, 1913.

Grades.	C. P. R. Elevator.	C. P. R. Elevator Transcona.	Consolidated Elevator.	Empire Elevator.	Thunder Bay Elevator.	G. T. P. Elevator.	Grain Growers' Elevator.	Horn's Elevator.	Ogilvie's Elevator.	Port Arthur Elevator.	Western Elevator.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1 C. W.	7,664		1,878	3,021	2,608	2,026	23,654	5,090	4,478	15,550		65,969
2 C. W.	1,715,357		1,122,428	2,034,270	1,097,819	2,560,715	1,273,779	124,621	594,490	2,390,332	419,543	13,333,354
3 C. W.	502,405		339,803	395,881	199,019	665,329	421,547	447,831	154,890	652,977	156,769	3,536,451
Ex. 1 Fd.	479,649		225,844	546,808	340,198	837,245	256,204	19,880	225,548	1,017,950	166,413	4,115,739
1 Feed.	396,419	677	165,558	332,302	172,164	498,738	280,539	11,496	81,492	689,225	80,717	2,709,327
2 Feed.	345,286		188,555	148,098	81,322	284,057	214,333	36,373	146,679	263,815	73,279	1,781,797
Rej.	2,212,496		5,363	12,997	34,145	1,072,732	35,975	13,161	9,631	696,241	5,467	1,098,208
Cond.	64,425			1,535		42,528		47,516		18,028		174,032
2 C. W. Tf.	7,005	743	34,329									42,077
3 C. W. Tf.			11,928							4,842		16,770
Ex. 1 Fd. Tf.	6,083		4,246							2,091		12,420
1 Feed Tf.	7,050											7,050
2 Feed Tf.	12,105		2,208							644		14,957
Cond. Tf.	2,636									3,877		6,513
Dr. Rej. Htd.	198,982									112,135		311,117
Rej. Tf.	18,175											18,175
Drd. Rej.	116,533						6,314	63,142				185,989
Drd. Cond.	69,573							42,848		88,496		200,917
Rej. Mx. Htd.	82,330		17,369				116,280	73,847		748,032		1,087,858
Drd. 3 C. W.	1,609											1,609
Drd. Sundries.	9,570											9,570
Mixed.	1,696											1,696
Sundry Tf.			1,338									1,338
Tough.				417,048	390,034	40,434	427,348		85,675		9,262	1,369,801
Dried.					68,194	127,718						195,912
Dr. Rej. x. Htd.						156,047						156,047
Dr. Rej. Sundries.										97,388		97,388
Dr. Ex. 1 Fd.										2,897		2,897
Dr. 2 Feed.										228		228
1 Black.										1,765		1,765
2 Black.										1,878		1,878
	6,257,048	1,420	2,120,847	3,891,960	2,385,503	6,287,569	3,105,973	485,805	1,302,883	6,808,391	911,450	33,558,849



STATEMENT showing the Shipments of Barley by Grades from the Terminal Elevators at Fort William and Port Arthur for the Crop year ending August 31, 1913.

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Grades.	C. P. R. Elevator.	C. P. R. Elevator Trans- cona.	Consoli- dated Elevator.	Empire Elevator.	Thunder Bay Elevator.	G. T. P. Elevator.	Grain Growers' Elevator.	Horn's Elevator.	Ogilvie's Elevator.	Port Arthur Elevator.	Western Elevator.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Ex. 3 C. W.	6,779											6,779
3 C. W.	984,904		237,929	436,391	486,030	411,303	657,205	48,257	161,615	1,537,882		4,961,516
4 C. W.	684,880		213,810	312,760	190,994	221,400	327,995	42,481	54,204	700,288		2,748,812
Feed.	66,389		7,860	70,981	884	14,128	21,725	5,573		57,949		245,489
Rejected	154,926		32,914	58,027	35,195	59,931	56,723	33,052	22,136	157,975		610,879
Tough.	545,344	1,585		35,563	72,071	47,835	139,840			389,173		1,231,411
Dried				2,991	8,679	16,484		15,643	3,130	27,361		74,288
Cond.				1,251				1,007				2,258
Dried Rej.								37,730		21,347		59,077
Dried Cond.								9,975		12,438		22,413
Totals	2,443,222	1,585	492,513	917,964	793,853	771,081	1,203,488	193,718	241,085	2,904,413		9,962,922



STATEMENT showing the Shipments of Flax by Grades from the Terminal Elevators at Fort William and Port Arthur for the Crop year ending August 31, 1913.

Grades.	C. P. R. Elevator.	C. P. R. Elevator Trans- cona.	Consoli- dated Elevator.	Empire Elevator.	Thunder Bay Elevator.	G. T. P. Elevator.	Grain Growers' Elevator.	Horn's Elevator.	Ogilvie's Elevator.	Port Arthur Elevator.	Western Elevator.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1 CW Flax.	1,662,366	35,404	1,871,043	2,209,261	720,867	1,365,605	97,618	391,530		2,854,830	2,005,630	13,214,154
2 CW Flax.	297,571	6,193	144,211	313,238	133,731	434,478	9,843	199,279		429,962	141,193	2,109,699
3 CW Flax.	184,367	1,055	47,914	73,784	35,802	149,020	1,682	69,322		126,999	37,971	727,916
Rejected.			13,322	51,663	23,525	2,332		144,519		52,012	8,631	296,004
Cond.			2,646	37,263	37,305	8,196		69,132		39,553	2,508	196,603
Tough.			497		17,345	707	6,793			28,827		54,169
Rye.				2,030			1,109					3,139
Dried Cond.					2,156			297				2,453
Dr. Rej. x Htd.						5,469						5,469
Rej. x Htd.						14,754						14,754
Dried.						1,964				1,057		3,021
Totals.	2,144,304	42,652	2,079,633	2,687,239	970,731	1,982,525	117,045	874,079		3,533,240	2,195,933	16,627,381



No. 9.—STATEMENT of Number of Vessels and Cars inspected by Districts, in the Eastern Grain Inspection Division, with the Total Quantities of each kind of Grain and grand totals for the Division, during the Year ended June 30, 1906, nine months ended March 31, 1907, and Years ended March 31, 1908, 1909, 1910, 1911, 1912 and 1913.

Year ended March 31, 1913.	KINGSTON.			PETERBOROUGH.			TORONTO.			MONTREAL.			WHOLE DIVISION.		
	Cars.	Vessels	Quantity.	Cars.	Vessels	Quantity.	Cars.	Vessels	Quantity.	Cars.	Vessels	Quantity.	Cars.	Vessels	Quantity.
	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.
Wheat.....				103		99,809	1	Bin	3,000	4	3	123,886	1	Bin	3,000
Corn.....	1		1,000				40		38,625				147	3	262,320
Oats.....	4		5,576	130		184,798	26		28,200	33	4	117,111	60	4	146,311
Barley.....	6		7,850	8		8,330	222		293,215	51	39	1,642,477	407	39	2,126,066
Rye.....				7		6,029	106		128,474	5	3	100,170	125	3	244,824
Pease.....							10		10,460		7	194,600	17	7	211,089
Buckwheat.....	1		1,400	87		109,185	2		2,000	2		1,600	4		3,600
“ Re-inspection.....										30		29,581	243		296,796
Totals, 1912-13.....	12		15,826	335		408,151	1	Bin	3,000	126	56	2,210,443	1,004	1	3,000
Totals, 1905-6.....	133	23	542,013	598		610,092	3,137		5,017,593	1,297	257	6,707,687	5,165	396	12,877,385
Totals, 1906-1907 (9 mos.).....	98	13	332,767	574		762,010	2,744		5,038,686	975	127	3,848,329	4,391	235	9,981,792
Totals, 1907-1908.....	42	17	276,811	834		1,034,390	1,612		2,811,794	838	192	5,643,351	3,326	279	9,766,346
Totals, 1908-09.....	114	1	153,246	1,035		1,307,354	4,722		6,957,651	557	97	3,722,797	6,428	258	12,141,048
Totals, 1909-10.....	76	3	119,621	484		602,026	1,644		2,117,814	922	50	2,445,240	3,126	74	5,284,701
Totals, 1910-11.....	103	7	153,652	426		495,363	2,084		2,304,646	714	123	4,301,306	3,327	144	7,254,967
Totals, 1911-12.....	53	4	104,837	353		367,583	2,325	3	2,561,900	533	154	5,934,500	3,264	162	8,968,820



4 GEORGE V., A. 1914

REPORT of Dockages on Cars received by Terminal Elevators from September 1, 1912, to August 31, 1913, as given by the Registration Department.

CANADIAN PACIFIC ELEVATOR.

	WHEAT.			OATS.			BARLEY			FLAX.		
	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	779	9,632		96			41	604	21			
October.....	3,146	61,482	16	273	148	30	352	5,070	07			
November.....	3,800	76,875	20	554	524	24	290	2,840				
December.....	2,458	41,732	40	333			211	2,353	47	375	26,055	31
1913												
January.....	1,181	19,118	40	257	19	24	233	3,314	28	11	686	19
February.....	439	7,605	50	188	17	12	151	1,735	04	1	8	44
March.....	588	9,567	20	313	1,204	12	132	1,574	08	10	475	16
April.....	386	5,644	30	243	198	18	127	622	38	12	879	08
May.....	935	16,414		353	157	32	142	964	38	322	29,134	38
June.....	571	12,677	50	202	171	09	54	157	36	845	74,269	33
July.....	310	7,317	30	127	235	30	61	181	32	466	38,647	52
August.....	108	2,200	40	65	345	20	19	98	46	13	1,900	30
Total.....	14,701	270,268	36	3,004	3,024	07	1,813	19,518	17	2,055	172,057	47

C. N. R. PORT ARTHUR.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	590	10,539	40	43			54	830		42	3,539	36
October.....	4,840	114,061	50	387	307	32	358	6,567	24	277	18,259	16
November.....	4,466	115,220	10	797	828	28	431	7,033	16	610	47,818	32
December.....	3,185	75,564	50	443			408	6,738	16	553	43,889	06
1913												
January.....	2,232	46,640	20	330			240	3,623	26	448	32,859	06
February.....	356	7,213	30	79			37	36	45	42	4,026	24
March.....	178	3,048	40	24			30	331	32	81	5,648	12
April.....	1,053	18,643	10	338	315	20	165	1,945	20	207	14,034	46
May.....	2,750	61,938	40	640	1,319	24	215	1,793	36	567	40,904	46
June.....	1,889	42,586	50	381	1,135	10	117	685	10	540	29,131	54
July.....	923	22,956	10	262	335	30	113	598	02	281	17,504	42
August.....	329	9,016	10	125			49	310	30	171	8,068	32
Total.....	22,791	527,475		3,849	4,273	08	2,217	30,494	17	3,819	265,685	16



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REPORT of Dockages on Cars received by Terminal Elevators from September 1, 1912, to August 31, 1913, &c.—*Continued.*

## GRAND TRUNK PACIFIC ELEVATOR.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	112	1,589	10	9			8	63	16	1	2	06
October.....	2,337	55,328	40	345			100	1,317	42	68	6,079	22
November.....	2,553	56,775	50	734	281	16	124	1,480	20	235	24,532	54
December.....	1,883	35,138	10	597	635	30	118	1,473	38	220	22,139	02
1913												
January.....	1,691	24,335	10	401	1,854	33	94	762	24	451	44,585	11
February.....	569	8,392	10	151	429	04	32	322	33	188	20,323	15
March.....	196	2,859		67	226	16	19	82	24	59	5,097	43
April.....	295	4,033	30	120	425	30	19	37	24	58	5,305	02
May.....	1,149	19,083	30	618	1,063	06	56	475	10	254	26,582	05
June.....	271	4,854	40	107	344	04	12	40	30	377	27,346	41
July.....	288	2,959	20	152	75	30	17	43	36	102	8,543	37
August.....	94	1,087		92	170	10	7	9	08	40	2,184	24
Total.....	11,438	216,436	10	3,393	5,507	09	606	6,109	17	2,053	192,721	38

## EMPIRE ELEVATOR.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	325	3,206		6			9	124	32	52	3,963	41
October.....	1,926	37,090		194			78	871	46	282	26,936	36
November.....	1,658	35,572		465	242	26	195	3,401	28	604	58,368	36
December.....	1,226	24,269	30	236	386	16	108	947	24	554	55,213	
1913												
January.....	893	16,406		59			31	249	28	238	19,981	32
February.....	454	8,206	40	3			6			16	876	30
March.....	204	3,293	20	142			33	219	14	12	1,744	21
April.....	384	2,757		51			25	238	40	39	2,604	52
May.....	914	9,568	50	465	20	10	106	765		210	17,591	05
June.....	530	5,105	50	77			31	118	24	215	21,077	49
July.....	604	5,302	40	299	113	28	65	848	02	183	12,594	32
August.....	260	2,542	20	109	12	08	44	352	24	182	10,622	41
Total.....	9,378	153,320	10	2,106	775	20	731	8,137	22	2,587	231,575	39



4 GEORGE V., A. 1914

REPORT of Dockages on Cars received by Terminal Elevators from Septem  
1, 1912, to August 31, 1913, &c.—Continued.

THUNDER BAY ELEVATOR.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.	
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	138	2,590	40	4			4	160	20	4	190	10
October.....	1,316	28,656	50	76	499	04	68	1,054	28	38	3,037	48
November.....	1,121	29,381	20	214	835	30	158	1,382	14	112	11,205	20
December.....	829	21,851	40	112	902	12	91	1,306	12	108	6,424	26
1913												
January.....	370	8,707	20	56	511	06	48	936	12	125	14,730	16
February.....	79	1,427	10	29	195	20	20	278	46	7	428	12
March.....	60	731	50	16	97	12	14	126	34	1	128	42
April.....	137	3,382	50	24	155	30	17	131	22	25	2,151	44
May.....	824	16,493	30	371	649	24	96	749	08	155	11,556	04
June.....	794	15,283	20	154	906	06	16	70		141	10,773	22
July.....	449	8,750	20	147	1,424	14	39	593	26	149	12,171	30
August.....	126	2,566	30	80	522	02	14	64	38	58	3,662	28
Total.....	6,243	139,823	20	1,283	6,699	24	585	6,890	20	923	76,460	22

CONSOLIDATED ELEVATOR CO.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.	
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	290	4,594	30	17			10	287	22	18	897	50
October.....	1,997	40,570	20	107			52	613	40	175	12,559	22
November.....	1,588	37,876	10	157			69	827	36	456	37,937	24
December.....	1,056	24,925	30	97			56	625	35	235	21,374	05
1913												
January.....	666	13,353	50	80	17	22	21	399	38	82	6,815	16
February.....	441	9,458	30	52			4	43	26	54	4,917	41
March.....	247	5,818	10	32			11	50	20	66	6,029	35
April.....	90	1,520	40	99			2	31	32	14	1,758	25
May.....	689	18,922	10	200	18	18	70	381	17	252	26,254	29
June.....	186	3,413	30	54			8			317	34,687	24
July.....	170	4,349	50	79			35	89	22	178	15,928	32
August.....	70	1,728	20	76			18	109	28	78	6,004	37
Total.....	7 490	166,531	30	1,050	36	06	356	3,460	28	1,925	175,165	04



SESSIONAL PAPER No. 10d

REPORT of Dockages on Cars received by Terminal Elevators from September 1, 1912, to August 31, 1913, &c.—Continued.

WESTERN TERMINAL ELEVATOR.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.	
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	307	5,858	10	6						18	2,166	27
October.....	1,437	25,778	20	47						262	28,202	
November.....	1,172	25,311	50	75	99	26				502	49,023	30
December.....	786	15,147		76	469	24	1			289	28,349	43
1913												
January.....	535	9,457	40	32						154	14,045	11
February.....	266	5,244	30	18						81	6,686	39
March.....	124	3,966	10	23						113	10,583	44
April.....	73	1,719		37						63	6,910	37
May.....	118	2,700	10	51	65					186	18,229	05
June.....	15	391		4						133	12,731	47
July.....	31	649	40	13						190	15,060	26
August.....	59	1,299	50	68						120	8,394	37
Total.....	4,923	97,523	20	450	634	16	1			2,111	200,384	10

OGILVIE'S ELEVATOR.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.		Cars.	Quantity.	
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	479	7,414	40	17			11	155	20			
October.....	1,601	33,211	20	36			13	16	18	10	990	30
November.....	1,502	36,362	50	43			6					
December.....	1,129	22,854	40	72			16					
1913												
January.....	624	11,973		77			18	317	30			
February.....	253	4,958	40	50	36	26	24	362	44			
March.....	152	2,711	50	59			23	273	45			
April.....	250	4,247		65			9	108	06			
May.....	435	8,460		72			18	40				
June.....	272	5,438	50	52			17	57	14			
July.....	294	5,637	50	70			16	64	06			
August.....	67	1,213	10	52			14	112	34			
Total.....	7,058	144,483	50	665	36	26	185	1,508	25	10	990	30



4 GEORGE V., A. 1914

REPORT of Dockages on Cars received by Terminal Elevators from September 1, 1912, to August 31, 1913, &c.—Continued.

GRAIN GROWERS' GRAIN COMPANY.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
October.....	1,989	35,955	20	175			83	1,442	34			
November.....	2,307	47,084	10	283			152	1,266	24			
December.....	1,474	26,670	50	176			164	1,789	38			
1913												
January.....	788	12 607	30	126			113	1,332	40			
February.....	657	10,729	30	122			70	662	12	14	897	21
March.....	510	8,288		122			80	814	08	57	3,527	46
April.....	374	4,995	30	82			44	742	16	6	453	11
May.....	798	15,666	10	280			92	555	40			
June.....	465	8,813	10	166			26	188	26	1	135	
July.....	431	6,532	50	179			43	312	04	5	120	53
August.....	81	899	30	57			8			2	360	47
Total.....	9,874	178,242	30	1,768			875	9,107	02	85	5,495	10

HORN'S ELEVATOR.

	WHEAT.			OATS.			BARLEY.			FLAX.		
	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.	Cars.		Quantity.
	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.	No.	Bus.	Lb.
1912												
September.....	67	2,162	30	19	735		28	71	09	89	10,850	50
October.....	155	2,829		11	7,960	02	9	311	02	9	1,074	29
November.....	208	8,350	30	27	2,756	18	9	140	20	176	24,085	22
December.....	129	7,122	20	25	1,935	21	10	276	38	102	15,402	25
1913												
January.....	105	3,619	20	12	1,943		8	243	14	239	29,192	53
February.....	96	4,822		13	2,633	20	3	118	32	62	9,899	04
March.....	91	3,617	50	9	296	01	4	145	02	33	4,582	29
April.....	73	2,069	10	18	574	29	11	148		28	3,362	13
May.....	78	3,955	10	24	677	23	10	363	32	85	9,350	49
June.....	105	2,539	40	18	560		7	236	28	39	4,230	45
July.....	63	1,536	30	41	69	04	14	114	21	92	7,936	53
August.....	44	1,418	20	39	956	16	18	70	41	50	4,605	02
Total.....	1,214	44,042	20	256	13,933	32	131	2,239	47	1,004	124,573	38



SESSIONAL PAPER No. 10d

RECAPITULATION of Dockages on Cars received by TERMINAL ELEVATORS,  
September 1, 1912, to August 31, 1913.

Elevators.	WHEAT.		OATS.		BARLEY.		FLAX.	
	Cars.	Quan- tity.	Cars.	Quan- tity.	Cars.	Quan- tity.	Cars.	Quantity.
	No.	Bus.	Lb. No.	Bus.	Lb. No.	Bus.	Lb. No.	Bus. Lb.
C. P. R.....	14,701	270,268	30 3,004	3,024	07 1,813	19,518	17 2,055	172,057 47
C. N. R.....	22,791	527,475	3,849	4,273	08 2,217	30,494	17 3,819	265,685 16
G. T. P.....	11,438	216,436	10 3,393	5,507	09 606	6,109	17 2,053	192,721 38
Empire.....	9,378	153,320	10 2,106	775	20 731	8,137	22 2,587	231,575 39
Thunder Bay.....	6,243	139,823	20 1,283	6,699	24 585	6,890	20 923	76,460 22
Consolidated.....	7,490	166,531	30 1,050	36	06 356	3,460	28 1,925	175,165 06
Western.....	4,923	97,523	20 450	634	16 1	.....	2,111	200,384 10
Ogilvies.....	7,058	144,483	50 665	36	26 185	1,508	25 10	990 30
G. G. G. Co.....	9,874	178,242	30 1,768	.....	..... 875	9,107	02 85	5,495 10
Horns.....	1,214	44,042	20 256	13,933	32 131	2,239	47 1,004	124,573 38
Total.....	95,110	1,938,146	4017,824	34,921	12 7,500	87,466	0316,572	1,445,109 32

	Bus.	Lb.
Wheat, Average per car.....	20	23
Oats.....	1	33
Barley.....	11	32
Flax.....	87	11

	Gross Receipts.	Dockage.	Percentage.
	Bush.	Bush.	%
Wheat.....	107,230,690	1,938,146	4/5
Oats.....	34,523,460	34,921	1/10
Barley.....	9,859,206	87,466	22/25
Flax.....	18,051,139	1,445 109	8



4 GEORGE V., A. 1914

STATEMENT No. 10.—Number of Cars and Quantity of each kind of Grain ended August 31, 1913, in the

	Crop Year 1906.	Crop Year 1907.	Crop Year 1908.	Percentage per Grade.	Crop Year 1909.
	No.	No.	No.	Per cent.	No.
Wheat spring—					
One Hard.....	651	4,008	143	.29	147
One Northern.....	33,687	28,296	6,130	12.43	12,594
Two Northern.....	13,317	18,268	9,406	19.08	17,958
Three Northern.....	2,407	2,207	9,378	19.02	16,943
Four Extra.....	5				
Number Four.....	275	474	5,054	10.25	6,531
Feed.....	4	60	4,207	8.53	657
Rejected One.....	3,623	5,047	567	1.15	2,498
Rejected Two.....	4,363	3,737	348	.71	2,482
No Grade.....	518	706	2,878	5.84	1,517
Rejected.....	2,432	4,641	910	1.85	1,857
Condemned.....	35	75	43	.09	30
No. Five.....	1		3,888	7.89	2,920
No. Six.....			2,704	5.48	1,281
Feed Two.....			3,641	7.38	53
Goose Number Three.....	1	3	2	.01	
Hard White Fife.....		25	3		
No Established Grade.....					17
Screenings.....	9				10
Total spring wheat..... {Cars.....	61,328	67,547	49,302	100.00	67,495
{Bushels....	64,394,400	72,275,290	51,767,100		70,869,750
Wheat, winter—					
One Alberta Red.....	71	162	72	4.66	431
Two Alberta Red.....	12	124	229	14.82	783
Three Alberta Red.....	7	80	491	31.78	721
Four Alberta Red.....					
One white Winter.....	75	65	10	.65	24
Two White Winter.....	14	76	13	.84	54
Three White Winter.....	6	17	27	1.75	51
Four White Winter.....					
One Mixed Winter.....	24	25	8	.52	34
Two Mixed Winter.....	4	10	13	.84	37
Three Mixed Winter.....	1	5	5	.32	7
Rejected One.....		96	48	3.10	166
“ Two.....		109	27	1.75	152
No grade.....		4	11	.72	8
Rejected.....		19	2	.13	5
Feed.....			19	1.23	
Feed Two.....			4	.26	
No. Four.....		17	270	17.47	342
No. Five.....			271	17.54	219
No. Six.....			25	1.62	
Total Winter Wheat..... {Cars.....	214	809	1,545	100.00	3,034
{Bushels....	224,700	865,630	1,622,250		3,185,700
Total Wheat..... {Cars.....	61,542	68,356	50,847		70,529
{Bushels....	64,619,100	73,140,920	53,389,350		74,055,450
Oats—					
Extra Number One.....	47	14	1	.01	7
Number One Canadian Western.....	856	1,158	102	1.09	515
“ Two Canadian Western.....	3,295	6,838	1,891	20.30	6,036
“ Three Canadian Western.....	864	947	807	8.67	929
“ Two white.....					5
“ Three white.....					1
“ One Mixed.....					1
“ Two Mixed.....	161	230	20	.22	60
“ Three Mixed.....		2			
“ One Black.....					2
“ Two Black.....					2



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inspected over the undermentioned railroads by Provinces for the Crop Years  
Western Grain Inspection Division.

Per-centage Per Grade.	Crop Year 1910.	Per-centage Per Grade.	Crop Year 1911.	Per-centage Per Grade.	Crop Year 1912.	Per-centage Per Grade.	Crop Year 1913.	Per-centage per Grade
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
22	282	32	11	01	4	2.96	239	.19
18.65	33,420	37.99	13,252	16.51	3,909		13,267	10.66
26.61	31,844	36.20	27,326	34.03	19,281	14.60	42,579	34.22
25.10	12,252	13.93	21,760	27.10	31,525	23.87	29,931	24.04
9.68	2,618	2.98	8,198	10.20	21,793	16.50	6,223	5.00
.98	30	.03	450	.56	8,471	6.43	371	30
3.70	3,324	2.64	1,133	1.42	453	.83	140	.12
3.68	1,918	2.18	1,014	1.26	634		1,200	.97
2.25	484	.55	1,077	1.34	16,401	12.42	24,049	19.33
2.75	2,000	2.27	1,065	1.32	4,240	3.21	3,584	2.88
.05	124	.15	75	.09	888	.28	27	.02
4.33	479	.54	2,861	3.56	11,306	8.56	1,490	1.19
1.90	177	.20	2,075	2.59	13,647	10.34	1,163	.91
.07								
			2				2	.04
.02	3	.02		.01	2		5	
.01	18		5		2		32	
					2		142	.13
100.00	87,973	100.00	80,204	100.00	132,056	100.00	124,444	100.00
	93,691,245		86,326,800		141,960,200		139,999,500	
14.21	54	4.66	76	6.32	20	.54	136	8.92
25.81	301	26.03	470	39.10	211	5.70	539	35.35
23.76	379	32.79	353	29.37	1,609	43.49	426	27.92
.79	5		1				3	.19
1.78	3	1.90	7	2.08	2		3	
1.68	5		17		17	.70	12	1.97
	9		4		6		15	
1.12	4							
1.22	8	1.22	4	1.16	1			
.23	2							
5.46	22	1.90	4		20	.94		
5.01	8	70	2		15			
.26	4	.61	5	1.58	148	4.16	58	3.81
.17	3		14		6		9	.59
11.28	220	19.03	162	13.47	1,057	28.57	209	13.70
7.22	129	11.16	83	6.92	588	15.90	115	7.55
100.00	1,156	100.00	1,202	100.00	3,700	100.00	1,525	100.00
	1,231,140		1,292,150		3,977,500		1,715,625	
	89,129		81,506		135,756		125,969	
	94,922,385		87,618,950		145,937,700		141,715,125	
.05			1	2.87	124	.44		
4.22	1,387	7.55	398				41	.15
49.39	12,755	69.30	7,407	53.40	6,988	24.98	11,459	37.35
7.60	1,549	8.43	1,167	8.41	2,150	7.69	2,453	8.01
.05								
.50	66	.36	23		26	.09	8	.03
.03	3	.02	4	.24				
			6					



4 GEORGE V., A. 1914

STATEMENT No. 10.—Number of Cars and Quantity of each kind of Grain ended August 31, 1913, in the

	Crop Year 1906.	Crop Year 1907.	Crop Year 1908.	Percentage per Grade.	Crop Yea 1909.
	No.	No.	No.	Per cent.	No.
Oats— <i>Concluded.</i>					
Feed, Extra Number One.....					2,208
“ Number One .....					1,311
“ Number Two.....					563
Rejected.....	285	437	6,037	64.83	254
No grade... ..	242	313	431	4.63	304
Condemned.....	18	18	23	.25	22
Mixed Grain... ..					
Total Oats..... {Cars.....	5,768	9,957	9,312	100.00	12,220
{Bushels....	8,652,000	14,935,500	16,761,600		21,996,000
Barley—					
Number Two.....	10	3	14	.64	
“ Three Extra.....	101	81	9	.41	106
“ Three.....	704	887	562	25.59	1,604
“ Four.....	408	1,036	871	39.66	867
Rejected.....	114	229	382	17.39	251
No grade.....	20	26	117	5.33	77
Feed.....			231	10.52	77
Condemned.....		1	10	.46	1
Cleanings.....					
Total Barley..... {Cars.....	1,357	2,263	2,196	100.00	2,983
{Bushels....	1,628,400	2,715,600	2,635,200		3,579,600



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inspected over the undermentioned railroads by Provinces for the Crop Years  
Western Grain Inspection Division.—*Continued.*

Per-centage Per Grade.	Crop Year 1910.	Per-centage Per Grade.	Crop Year 1911.	Per-centage Per Grade.	Crop Year 1912.	Per-centage Per Grade.	Crop Year 1913.	Per-centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
18.06	1,209	6.58	2,654	19.14	7,174	25.65	5,508	17.97
10.74	502	2.73	1,228	8.86	5,215	18.65	2,807	9.15
4.61	395	2.15	458	3.30	1,610	5.75	1,462	4.77
2.08	412	2.25	449	3.25	861	3.08	425	1.39
2.49	104	.57	61	.44	3,625	12.96	6,310	20.59
.18	110	.06	13	.09	198	.71	41	.15
							134	.44
100.00	18,392	100.00	13,869	100.00	27,969	100.00	30,648	100.00
	34,944,800		26,351,100		53,141,100		59,763,600	
3.55	48	1.24	8	.56	14	.26	2	.02
53.77	2,347	60.40	4				115	1.00
29.06	1,152	29.64	1,327	62.33	2,921	55.62	5,920	51.89
8.42	293	7.54	563	26.45	1,365	26.00	2,914	25.54
2.58	29	.75	169	7.94	350	6.67	646	5.66
2.58	16	.40	19	.89	263	5.02	1,470	12.88
.04	1	.03	38	1.83	331	6.31	247	2.16
			1		7	.12	6	.06
							90	.79
100.00	3,886	100.00	2,129	100.00	5,251	100.00	11,410	100.00
	4,663,200		2,554,800		6,301,200		14,833,000	



4 GEORGE V., A. 1914

STATEMENT No. 10.—Number of Cars and Quantity of each kind of Grain ended August 31, 1913, in the

	Crop Year 1906.	Crop Year 1907.	Crop Year 1908.	Percentage per Grade.	Crop Year 1909.
	No.	No.	No.	Per cent.	No.
Flaxseed—					
Number One N.W. Man.....	456	835	1,085	67·10	1,863
"      Manitoba.....	29	50	364	22·44	207
Rejected.....	14	18	154	9·60	56
No grade.....	3	5	13	·80	75
Condemned.....	1		1	·06	7
Total Flaxseed.....	503	908	1,617	100·00	2,208
{Cars.....					
{Bushels.....	503,000	908,000	1,617,000		2,208,000
Rye—					
Number One.....	3	20			9
"      Two.....	5	2	4	44·45	7
"      Three.....			1	11·11	
No grade.....			3	33·33	
Rejected.....			1	11·11	1
Total Rye.....	8	22	9	100·00	17
{Cars.....					
{Bushels.....	9,600	26,400	10,800		20,400
Corn.....					
{Cars.....					
{Bushels.....					
Speltz—					
Rejected.....		1	1		
{Cars.....					
{Bushels.....		1,200	1,200		
Recapitulation.			1906.	1907.	1908.
Grain—					
Wheat.....	{Cars.....	61,542	68,356	50,847	
	{Bushels....	64,619,100	73,140,920	53,389,350	
Oats.....	{Cars.....	5,768	9,957	9,312	
	{Bushels....	8,652,000	14,935,500	16,761,600	
Barley.....	{Cars.....	1,357	2,263	2,196	
	{Bushels....	1,628,400	2,715,600	2,635,200	
Flaxseed.....	{Cars.....	503	908	1,617	
	{Bushels....	503,000	908,000	1,617,000	
Rye.....	{Cars.....	8	22	9	
	{Bushels....	9,600	26,400	10,800	
Speltz.....	{Cars.....		1	1	
	{Bushels....		1,200	1,200	
Total Grain.....	{Cars.....	69,178	81,507	63,982	
	{Bushels....	75,412,100	91,727,620	74,415,150	

SUMMARY BY

Canadian Pacific Railway.....	55,680	62,740	43,361
Canadian Pacific Railway, Calgary.....			2,666
Canadian Northern Railway.....	13,498	18,767	16,532
Great Northern Railway, Duluth.....			1,423
Grand Trunk Pacific.....			
Total.....	69,178	81,507	63,982



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inspected over the undermentioned railroads by Provinces for the Crop Years  
Western Grain Inspection Division.—*Concluded.*

Per-centage Per Grade.	Crop Year 1910.	Per-centage Per Grade.	Crop Year 1911.	Per-centage Per Grade.	Crop Year 1912.	Per-centage Per Grade.	Crop Year 1913.	Per-centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
84.37	3,238	90.68	2,707	84.17	1,181	*16.43	*15,757	74.92
9.37	231	6.47	374	11.64	2,191	†30.47	†3,451	16.42
							911	4.34
2.54	56	1.57	117	3.64	2,892	‡40.22	‡99	.47
3.40	39	1.09	7	.22	313	4.35	781	3.72
.32	7	.19	11	.33	613	8.53	28	.13
100.00	3,571	100.00	3,216	100.00	7,190	100.00	21,030	100.00
	3,571,000		3,216,000		7,190,000		22,081,500	
52.94	18	94.74	2	11.77	1	62.85		
41.18	1	5.26	15	88.23	21		10	62.50
					8	37.15	1	37.50
5.88					5		5	
100.00	19	100.00	17	100.00	35	100.00	16	100.00
	22,800		19,400		42,000		16,000	
							2	
							2,000	
1909.	1910.		1911.		1912.		1913.	
70,529	89,129	77.52	81,506	80.91	135,756	77.05	125,969	66.62
74,055,450	94,922,385		87,618,950		145,937,700		141,715,125	
12,220	18,392	15.99	13,869	13.77	27,969	15.87	30,648	16.19
21,996,000	34,944,800		26,351,100		53,141,100		59,763,600	
2,983	3,886	3.38	2,129	2.12	5,251	2.98	11,410	6.03
3,579,600	4,663,200		2,554,800		6,301,200		14,833,000	
2,208	3,571	3.10	3,216	3.19	7,190	4.08	21,030	11.12
2,208,000	3,571,000		3,216,000		7,190,000		22,081,500	
17	19	.01	17	.01	35	.02	16	.03
20,400	22,800		20,400		42,000		16,000	
							Corn	
							2	.01
							2,000	
87,957	114,997	100.00	100,737	100.00	176,201	100.00	189,075	100.00
101,859,450	138,124,185		119,760,250		212,612,000		238,411,225	

RAILROADS.

55,154	67,728	58.89	57,615	57.22	96,266	51.61	101,660	53.76
5,597	4,930	4.29	4,280	4.24	6,524	3.72	9,844	5.21
21,851	32,799	28.53	30,675	30.44	53,692	30.48	53,825	28.46
3,536	4,089	3.55	1,199	1.20	7,505	4.22	6,205	3.29
1,819	5,451	4.74	6,968	6.90	12,214	6.94	17,541	9.25
87,957	114,997	100.00	100,737	100.00	176,201	100.00	189,075	100.00

\*No. 1, N. W. C.    †No. 2, C. W.    ‡No. 3, C. W.  
10d—4



No. 11.—Total number of Cars inspected at Winnipeg, and other points in the West, with the total quantity of each kind of Grain for the Fourteen years hereinafter enumerated.

Crop Year ending August 31.	WHEAT.		OATS.		BARLEY.		FLAX.		RYE.	
	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.
1900.....	31,637	Bush. 26,258,710	763	Bush. 915,600	102	Bush. 102,000	73	Bush. 60,590	.....	Bush. ....
1901.....	14,886	12,355,380	448	537,600	28	28,000	43	35,690	.....	.....
1902.....	53,708	45,651,800	3,338	4,005,600	308	308,000	146	131,400	.....	.....
1903.....	51,833	51,833,000	2,036	3,054,000	471	565,200	655	655,000	.....	.....
1904.....	38,473	40,396,650	1,129	1,693,500	161	193,200	536	536,000	.....	.....
1905.....	37,892	39,786,600	1,824	2,736,000	390	468,000	290	290,000	.....	.....
1906.....	61,542	64,619,100	5,768	8,652,000	1,357	1,628,400	503	503,000	8	9,600
1907.....	68,356	73,140,920	9,957	14,935,500	2,263	2,715,600	908	908,000	22	26,400
1908.....	50,847	53,389,350	9,312	16,761,600	2,196	2,635,200	1,617	1,617,000	10	10,000
1909.....	70,529	74,055,450	12,220	21,996,000	2,983	3,579,600	2,208	2,208,000	17	20,400
1910.....	89,129	94,922,385	18,392	34,944,800	3,886	4,663,200	3,571	3,571,000	19	22,800
1911.....	81,506	87,618,950	13,869	26,351,100	2,129	2,554,800	3,216	3,216,000	17	20,400
1912.....	135,756	145,937,700	27,969	53,141,100	5,251	6,301,200	7,190	7,190,000	35	42,000
1913.....	125,969	141,715,125	30,648	59,763,600	11,410	14,833,000	21,030	22,081,500	2	2,000
.....	.....	.....	.....	.....	.....	.....	.....	.....	16	16,000
The average capacity of cars, 1913, is.....	1,125 bushels.	.....	1,950 bushels.	.....	1,300 bushels.	.....	1,050 bushels.	.....	1,000 bushels.	.....



SPRING WHEAT.

Month.	1. H.	1 H. W.F.	1 Nor.	2 Nor.	3 Nor.	4	5	6	Fd.	Rej. 1	Smty	NG.	Rej.	Cond.	Cigs.	NEG	Total	<sup>2</sup> Goose	Total
September.....	59	.....	2,090	1,124	403	105	39	55	31	1	.....	818	186	5	1	1	4,918	.....	4,918
October.....	53	2	3,304	10,370	5,571	809	115	71	39	.....	131	5,096	1,059	3	5	3	26,631	.....	26,631
November.....	50	.....	2,769	9,056	6,131	1,382	291	172	55	.....	325	3,206	800	4	10	7	24,258	.....	24,258
December.....	30	.....	1,618	5,371	4,232	916	200	139	37	.....	233	3,530	387	2	6	8	16,709	1	16,710
January.....	12	.....	830	3,198	2,470	583	132	117	52	.....	146	2,400	204	.....	10	3	10,157	.....	10,157
February.....	2	.....	380	1,941	1,922	425	119	91	22	.....	119	1,807	138	1	17	2	6,986	.....	6,986
March.....	6	.....	447	2,629	2,217	447	134	140	30	.....	126	2,253	160	5	6	4	8,604	1	8,605
April.....	5	.....	276	1,663	1,664	329	64	59	16	.....	85	1,442	130	.....	21	1	5,755	1	5,756
May.....	8	1	536	3,110	2,321	439	136	109	28	.....	67	2,167	195	2	20	1	9,140	.....	9,140
June.....	8	1	449	2,282	1,605	338	95	91	29	.....	61	843	149	1	16	1	5,969	.....	5,969
July.....	5	.....	385	1,159	1,040	345	123	81	23	.....	38	336	90	3	12	1	3,641	.....	3,641
August.....	1	.....	183	676	355	105	42	38	9	.....	8	151	86	1	18	.....	1,673	.....	1,673
Total.....	239	4	13,267	42,579	29,931	6,223	1,490	1,163	371	1	1,339	24,049	3,584	27	142	32	124,441	3	124,444



# REPORT ON CARS INSPECTED 1912-13, BY CHIEF INSPECTOR SERLS.

## LIST OF STATEMENTS.

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REPORT ON CARS INSPECTED 1912-13, BY CHIEF  
INSPECTOR SERLS.—*Continued.*

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4 GEORGE V., A. 1914

No. 1 (b).—STATEMENT of Cars Inspected by months at all points in Western Division, September 1, 1912, to August 31, 1913.

WINTER WHEAT.

Month.	1 ARW	2 ARW	3 ARW	4 ARW	5 W.	1 AWW	2 AWW	3 AWW	4 AWW	NG.	Rej.	Total.
September.....	48	74	76	38	12					20		268
October.....	42	92	106	52	26	1		1		37	7	364
November.....	15	114	76	28	11	1	1	3	1	1		251
December.....	14	71	41	17	15	1						159
January.....	4	35	28	22	13		1	4	3			110
February.....	3	31	13	8	6			1	1			63
March.....		20	15	11	6				4			56
April.....		2	6	3	1				5			17
May.....	1	45	30	11	14			1				102
June.....	7	38	15	13	4			2	1		1	81
July.....	2	12	15	3	3							35
August.....		5	5	3	4		1				1	19
Total.....	136	539	426	209	115	3	3	12	15	58	9	1,525

No 1 (f).—SUMMARY showing the number of cars of each kind of Grain inspected by months at all points in Western Division, September 1, 1912, to August 31, 1913.

Month.	Spring Wheat.	Winter Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
September.....	4,918	268	358	282	127			5,953
October.....	26,631	364	3,224	2,016	1,543	1		33,779
November.....	24,258	251	5,163	2,405	3,440	1	1	35,519
December.....	16,710	159	3,929	1,541	3,253	6		25,598
January.....	10,157	110	2,894	1,157	1,773	3		16,094
February.....	6,986	63	1,984	797	1,417	4		11,251
March.....	8,605	56	3,155	1,027	1,668		1	14,512
April.....	5,756	17	2,333	547	1,352			10,005
May.....	9,140	102	2,418	571	2,477	1		14,709
June.....	5,969	81	2,142	421	2,172			10,785
July.....	3,641	35	1,801	438	1,169			7,084
August.....	1,673	19	1,247	208	639			3,786
Total.....	124,444	1,525	30,648	11,410	21,030	16	2	189,075



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No. 1 (c).—STATEMENT of Cars inspected by months at all points in Western Division. September 1, 1912, to August 31, 1913.

OATS.

Month.	1 C.W.	2 C.W.	3 C.W.	Ex. 1 Fd.	1 Fd.	2 Fd.	Rej.	N. G.	Cond.	2 Mx'd.	Mxd. Gr.	Total.
September.....	2	72	32	80	32	31	42	47	20	.....	.....	358
October.....	6	1,507	271	401	159	133	47	688	6	4	2	3,224
November.....	2	2,168	491	734	432	266	32	1,022	1	.....	15	5,163
December.....	2	1,104	255	757	363	155	23	1,253	.....	2	15	3,929
January.....	.....	721	95	612	256	131	25	1,032	1	.....	21	2,894
February.....	3	605	136	374	198	106	34	510	.....	.....	18	1,984
March.....	17	1,058	196	619	363	147	22	723	2	.....	8	3,155
April.....	4	994	151	462	261	109	31	313	1	.....	7	2,333
May.....	3	983	256	425	240	160	50	282	3	.....	16	2,418
June.....	2	882	230	443	264	112	30	169	1	1	8	2,142
July.....	.....	775	210	347	161	80	36	171	3	.....	18	1,801
August.....	.....	590	130	254	78	32	53	100	3	1	6	1,247
Total.....	41	11,459	2,453	5,508	2,807	1,462	425	6,310	41	8	134	30,648



BARLEY.

Month.	2 C.W.	3 Ex.	3 C.W.	4 C.W.	Ref.	N. G.	Feed.	Cond.	Cleaning.	Total.
September.....			133	28	34	85	2			282
October.....		5	1,162	313	117	380	22	4	13	2,016
November.....		38	1,470	506	133	188	57		13	2,405
December.....	2	25	855	295	83	237	25		19	1,511
January.....		15	516	289	62	221	19		2	1,157
February.....		13	421	206	46	89	16		6	797
March.....		5	188	325	43	137	21		5	1,027
April.....		5	216	218	29	31	10		5	517
May.....		2	221	251	28	37	25		7	571
June.....		2	170	176	30	16	20		7	421
July.....		3	150	206	23	29	14	1	12	438
August.....		2	88	71	18	11	13	1	1	208
Total.....	2	115	5,920	2,914	616	1,170	217	6	90	11,110



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No. 1 (c). STATEMENT of Cars inspected by months at all points in Western Division, September 1, 1912, to August 31, 1913.

Month.	FLAX.							RYE.				CORN.			
	1 N.W.C	2 C.W.	3 C.W.	Rej.	N. G.	Cond.	Total.	No. 1.	No. 2.	Rej.	N. G.	Total.	No. 3.	N. G.	Total.
September.....	55	16	48		1	7	127								
October.....	1,389	122	13	5	14		1,543			1		1			
November.....	2,980	343	42	3	71	1	3,440			1		1		1	1
December.....	2,564	480	56	5	148		3,253		5	1		6			
January.....	1,331	257	62	2	120	1	1,773		3			3			
February.....	1,014	292	42	6	62	1	1,417		2	1	1	4			
March.....	1,164	333	67	2	101	1	1,668						1		1
April.....	897	351	40	2	62		1,352								
May.....	1,829	440	106	21	75	6	2,477			1		1			
June.....	1,409	436	262	16	48	1	2,172								
July.....	684	281	124	11	65	4	1,169								
August.....	441	103	49	11	29	6	639								
Total.....	15,757	3,454	911	84	796	28	21,030		10	5	1	16	1	1	2

NOTE—For summary of statements marked 1a, 1b, 1c, 1d and 1e total cars inspected, see page 51. Statement marked 1f.



SPRING WHEAT.

Month.	1 H.	1 H.	1 Nor.	2 Nor.	3 Nor.	4	5	6	Ed.	Rej. 1	Smt.	N. G.	Rej.	Cond.	NEG	2 G.	Cl'g	Total.
September.....	56	.....	2,065	1,070	348	100	30	43	30	1	.....	803	177	3	1	.....	1	4,728
October.....	48	.....	3,227	9,889	5,419	770	98	49	33	.....	127	4,909	1,039	.....	1	.....	5	25,614
November.....	50	.....	2,721	8,631	5,931	1,333	254	137	43	.....	308	3,126	783	1	3	.....	10	23,331
December.....	27	.....	1,524	4,984	4,038	858	157	98	36	.....	218	3,446	374	.....	3	1	6	15,770
January.....	10	.....	759	2,909	2,275	485	96	80	43	.....	121	2,300	196	.....	1	.....	10	9,285
February.....	1	.....	336	1,789	1,727	298	40	35	16	.....	106	1,673	123	1	.....	.....	17	6,162
March.....	2	.....	405	2,438	1,964	323	61	78	19	.....	116	2,119	141	3	1	1	6	7,677
April.....	5	.....	262	1,565	1,526	255	39	24	15	.....	81	1,378	122	.....	1	1	21	5,295
May.....	6	.....	488	2,987	2,186	370	99	83	26	.....	64	2,147	192	2	.....	.....	20	8,670
June.....	5	.....	405	2,189	1,470	277	78	65	27	.....	56	800	144	1	.....	.....	16	5,533
July.....	2	.....	343	1,081	936	263	89	40	19	.....	36	306	85	2	.....	.....	12	3,214
August.....	1	.....	163	623	306	84	24	14	7	.....	6	140	83	1	.....	.....	18	1,470
Totals.....	213	.....	12,698	40,155	28,126	5,416	1,065	746	314	1	1,239	23,147	3,459	14	11	3	142	116,749



No. 2 (b).—STATEMENT of Cars inspected at Winnipeg—All Roads, September 1, 1912, to August 31, 1913.

# WINTER WHEAT.

Month.	1 ARW	2 ARW	3 ARW	4 RW	5 W	1 WW	2 WW	3 WW	4 WW	1 MW	2 MW	3 MW	N. G.	Rej.	Total.
September.....	45	64	52	31	7								19		218
October.....	41	92	93	32	5								30	7	300
November.....	13	111	58	20	4										206
December.....	14	71	31	10	3										129
January.....	4	33	23	11	1										72
February.....	3	29	8	3											43
March.....		10	13	6	2										31
April.....		2	2	1											5
May.....	1	45	29	10	11										96
June.....	7	38	13	7	2									1	68
July.....	2	12	10												24
August.....		4	4		1									1	10
Total.....	130	511	336	131	36								49	9	1,202



015.

Month.	1 C. W.	2 C. W.	3 C. W.	Ex. L.	1 Fd.	2 Fd.	Ref.	N. G.	Cond.	2 Mxd.	Mxd. Cr.	Total.
September.....	1	63	30	27	12	29	22	31	3	.....	.....	218
October.....	4	1,476	267	235	114	128	27	621	4	4	2	2,882
November.....	1	2,134	475	551	318	239	14	960	.....	.....	15	4,737
December.....	2	1,075	244	430	213	123	8	1,207	.....	2	15	3,349
January.....	.....	700	87	340	137	105	18	1,001	.....	.....	21	2,412
February.....	1	589	133	247	113	81	22	478	.....	.....	18	1,682
March.....	13	1,018	181	463	239	110	16	701	1	.....	8	2,753
April.....	2	973	145	313	181	90	27	307	1	.....	7	2,046
May.....	3	976	253	321	193	143	47	278	2	.....	16	2,232
June.....	1	856	228	214	161	86	24	158	1	1	8	1,738
July.....	.....	764	209	149	89	72	29	156	1	.....	18	1,487
August.....	.....	576	130	60	23	26	35	88	.....	1	6	945
Total.....	28	11,200	2,382	3,350	1,823	1,232	289	5,992	13	8	134	26,451

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No. 2 (d).— STATEMENT of Cars inspected at Winnipeg, All Roads, September 1, 1912, to August 31, 1913.

BARLEY.

Month.	3 Ex.	3 C. W.	4 C. W.	Rej.	N.C.	Feed	Cond.	Cleaning	Total
September.....	.....	123	27	32	83	2	.....	.....	267
October.....	.....	1,112	281	109	355	20	.....	13	1,890
November.....	4	1,405	432	105	171	48	.....	10	2,175
December.....	2	747	227	71	228	24	.....	19	1,318
January.....	.....	453	223	48	221	18	.....	2	965
February.....	.....	332	162	39	37	14	.....	6	690
March.....	1	437	277	34	121	23	.....	5	898
April.....	2	189	217	23	31	8	.....	5	475
May.....	.....	215	229	27	37	14	.....	7	529
June.....	.....	166	151	27	16	10	.....	7	377
July.....	1	143	191	16	24	7	.....	12	394
August.....	.....	74	55	15	13	9	1	1	163
Totals.....	10	5,446	2,472	546	1,387	197	1	87	10,146



	FLAX.							RYE.			
Monh.	1 N. W. C.	2 C. W.	3 C. W.	Rej.	N. G.	Cond.	Total.	No. 1.	No. 2 Rej.	Ng.	Total.
September.....	55	16	48	.....	1	7	127				
October.....	1,377	122	13	4	14	.....	1,530	.....	1	.....	1
November.....	2,927	342	42	3	69	1	3,384	.....	.....	.....	.....
December.....	2,412	468	56	5	147	.....	3,088	1	1	.....	2
January.....	1,184	227	55	2	118	1	1,587	3	.....	.....	3
February.....	526	82	15	6	54	.....	683	.....	.....	1	1
March.....	517	189	38	2	86	1	833	.....	.....	.....	.....
April.....	619	217	28	1	53	.....	918	.....	.....	.....	.....
May.....	1,786	428	98	21	72	3	2,408	.....	.....	.....	.....
June.....	1,400	426	256	16	43	1	2,142	.....	.....	.....	.....
July.....	682	269	120	9	60	4	1,144	.....	.....	.....	.....
August.....	439	99	46	11	26	6	627	.....	.....	.....	.....
Total.....	13,924	2,885	815	80	743	24	18,471	4	2	1	7



No. 2 (f).—SUMMARY showing the Number of Cars of each kind of Grain inspected by months at Winnipeg, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	4,728	218	218	267	127	.....	5,558
October.....	25,614	300	2,882	1,890	1,530	1	32,217
November.....	23,331	206	4,737	2,175	3,384	.....	33,833
December.....	15,770	129	3,319	1,318	3,088	2	23,626
January.....	9,285	72	2,412	965	1,587	3	14,324
February.....	6,102	43	1,682	690	683	1	9,261
March.....	7,677	31	2,753	898	833	.....	12,192
April.....	5,295	5	2,046	475	918	.....	8,739
May.....	8,670	96	2,232	529	2,408	.....	13,935
June.....	5,533	68	1,738	377	2,142	.....	9,858
July.....	3,214	24	1,487	394	1,144	.....	6,263
August.....	1,470	10	945	168	627	.....	3,220
Total.....	116,749	1,202	26,451	10,146	18,471	7	173,026



No. 3 (a).—Statement of Cars inspected at Calgary, by months, September 1, 1912 to August 31, 1913.

SPRING WHEAT

Month.	I.H.	W.E. I.H.	1	2	3	4	5	6	Pd.	Qty.	N.G.	Ref.	Cont.	Nec.	Total.
September.....	3	1	18	29	27	2	7	12	1		11	7	2		119
October.....	5	2	64	146	49	20	17	22	6	3	60	11	3	2	411
November.....			41	76	56	28	35	35	11	17	25	7	2	1	338
December..	2		51	52	63	36	40	41	1	9	25	3	2	5	310
January.....	2		64	144	144	59	26	37	9	19	61	1		2	578
February.....	1		43	95	151	88	78	56	6	12	79	11		2	624
March.....	1		40	83	156	93	72	62	11	10	31	7	2	3	600
April.....			14	47	75	66	25	35	1	1	25	6			298
May.....	2	1	46	79	92	69	37	26	1	3	16	2		1	362
June.....	3	1	44	72	108	46	17	26	2	5	35	1		1	361
July.....	3		41	59	77	57	31	41	4	7	15	3	1	1	341
August.....			20	50	46	21	18	21	2	2	8	1			192
Total.....	25	1	459	923	1,061	584	416	417	55	87	100	66	14	21	4,535



10d—5

WINTER WHEAT.

Month.	1 ARW.	2 ARW.	3 ARW.	4 ARW.	5 W.	1 WW.	2 WW.	3 WW.	4 WW.	1 MW.	2 MW.	3 MW.	NG.	Rej.	Total.
September.....	3	10	24	7	5								1		50
October.....	1		13	20	21	1		1					7		64
November.....	2	3	18	8	7	1	1	3	1				1		45
December.....			10	7	12	1									30
January.....		2	5	11	12		1	4	3						38
February.....		2	5	5	6			1	1						20
March.....		10	2	5	4				4						25
April.....			4	2	1				5						12
May.....			1	1	3			1							6
June.....			2	6	2			2	1						13
July.....			5	3	3										11
August.....		1	1	3	3		1								9
Total.....	6	28	90	78	79	3	3	12	15				9		323



No. 3 (c).—STATEMENT of Cars inspected at Calgary by months, September 1, 1912, to August 31, 1913

OATS

Month.	1 CW.	2 CW.	3 CW.	Fd.	1 Fd.	2 Fd.	Rej.	N.G.	Cond.	2 Mx.	Mxd.	Gn.	Total.
September.....	1	9	2	53	19	2	20	16	17				139
October.....	2	31	4	166	45	5	20	64	2				339
November.....	1	32	4	183	84	23	14	61	1				403
December.....		22	4	327	150	31	12	45					591
January.....		16	2	272	117	24	5	26					462
February.....	1	8	1	127	84	19	11	32					283
March.....	4	31	1	154	121	34	5	10	1				361
April.....	2	13		149	79	16	3	3					265
May.....		6	1	104	47	14	3	4	1				180
June.....	1	24	1	229	103	26	5	9					398
July.....		11		198	72	8	7	14	2				312
August.....		13		194	55	6	16	11	3				298
Total.....	12	216	20	2,156	976	208	121	295	27				4,031

CORN.

Month.	No. 3.	N.G.	Total.
December.....		1	1
March.....	1		1
	1	1	2



BARLEY.

Month.	2 CW.	Ex. 3 CW.	3 CW.	4 CW.	Rej.	N. G.	Feed.	Cond.	Total.
September.....			10	1	2	1			14
October.....		5	36	22	4	10	2	4	83
November.....		34	39	34	2	2	4		115
December.....	2	23	94	46	7	2	1		175
January.....		15	88	58	10		1		172
February.....		13	28	35	3	1	2		82
March.....		4	34	26	4				68
April.....		3	18	27	3				51
May.....		2	4	18	1		11		36
June.....		2	4	23	1		9		39
July.....		2	4	10	2	1	5		24
August.....		2	13	15	3		4		37
Total.....	2	105	372	315	42	17	39	4	896



No. 3 (e).—Statement of Cars inspected at Calgary by months, September 1, 1912, to August 31, 1913.

Month.	FLAX.							RYE.				
	1 NW.	2 CW.	3 CW.	Rej.	NG.	Cond.	Total.	1 CW.	2 CW.	Rej.	N. G.	Total.
September.....												
October.....	1			1			2					
November.....		1					1			1		1
December.....									4			4
January.....	1						1					
February.....	1	2					3		2	1		3
March.....	3	2					5					
April.....		3					3					
May.....	1		2		2	3	8			1		1
June.....	3	3	1		1		8					
July.....	1	5	2		2		10					
August.....	1	4	1		1		7					
Total.....	12	20	6	1	6	3	48		6	3		9



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No. 3 (f).—SUMMARY showing the Number of Cars of each kind of Grain inspected, by months at Calgary, September 1, 1912, to August 31, 1913.

Month.	Spring Wheat.	Winter Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
September.....	119	50	139	14				322
October.....	411	64	339	83	2			899
November.....	338	45	403	115	1	1	1	904
December.....	310	30	591	175		4		1,110
January.....	578	38	462	172	1			1,251
February.....	622	20	283	82	3	3		1,013
March.....	600	25	361	68	5		1	1,060
April.....	298	12	265	51	3			629
May.....	362	6	180	36	8	1		593
June.....	364	13	398	39	8			822
July.....	341	11	312	24	10			698
August.....	192	9	298	37	7			543
Total.....	4,535	323	4,031	896	48	9	2	9,844



No. 4 (a)—STATEMENT of Cars inspected at Duluth by months, September 1, 1912, to August 31, 1913.

SPRING WHEAT.

Month.	1.H.	1.H.	1.Nor.	2.Nor.	3.Nor.	4	5	6	Fd.	Smty.	NG.	Rej.	Cond.	Total.
September.....			7	25	28	3	2				4	2		71
October.....			13	335	103	19					127	9		606
November.....			7	349	144	21	2		1		55	10		589
December.....	1		63	335	131	22	3			6	59	10		630
January.....			7	145	54	39				6	39	4		294
February.....			1	57	44	39	1			1	55	4		202
March.....			2	108	77	31	1				97	12		328
April.....				51	63	8					39	2		163
May.....			2	53	43	4			1		4	1		108
June.....				21	27	15					8	1		72
July.....			1	19	27	25					12	2		86
August.....				3	3						3	2		11
Total.....	1		103	1,501	744	226	9		2	13	502	59		3,160



No. 4 (b).—STATEMENT of Cars inspected at Duluth by months, September 1, 1912, to August 31, 1913.

OATS.

Month.	1. C. W.	2. C. W.	3. C. W.	Ex 1. Fd.	1. Fd.	2. Fd.	Rej.	N. G.	Cond.	Total.
September.....					1					1
October.....								3		3
November.....		2	12			4	4	1		23
December.....		7	7			1	3	1		19
January.....		5	6		2	2	2	2	1	20
February.....	1	8	2		1	6	1			19
March.....		9	14	2	3	3	1	9		41
April.....		8	6		1	3	1	3		22
May.....		1	2			3				6
June.....		2	1				1	2		6
July.....			1					1		2
August.....		1					2	1		4
Total.....	1	43	51	2	8	22	15	23	1	166



No. 4 (c).—STATEMENT of Cars inspected at Duluth by months, September 1, 1912, to August 31, 1913.

Month.	BARLEY.							FLAX.								
	3.Ez.	3.Cw.	4.Cw.	Rej.	N.G.	F.L.	Clg.	Total	I.	N.W.	2.Cw.	3.Cw.	Rej.	N.G.	Cond.	Total.
September.....					1			1								
October.....	14	10		4	15			43	11							11
November.....	26	40		26	15	5	3	115	53					2		55
December.....	14	22		5	7			48	152	12				1		165
January.....	5	8		4	3			20	146	30	7			2		185
February.....	11	9		4	1			25	487	208	27			8	1	731
March.....	17	22		5	16	1		61	644	142	29			15		830
April.....	9	4		3	3	2		21	278	131	12	1		9		431
May.....	2	4						6	42	12	6			1		61
June.....			2	2		1		5	6	7	5			4		22
July.....	3	5		5	4	2	1	20	1	7	2		2	3		15
August.....	1	1			1			3	1		2			2		5
Total.....	102	127		58	66	11	1	368	1,821	549	90	3	47	1		2,511



No. 4 (d).—SUMMARY showing Number of Cars of each kind of Grain inspected, by months, at Duluth from September 1, 1912, to August 31, 1913.

Month.	Spring Wheat.	Oats.	Barley.	Flax.	Total.
September.....	71	1	1	1	73
October.....	606	3	43	11	663
November.....	589	23	115	55	782
December.....	630	19	48	165	862
January.....	294	20	20	185	519
February.....	202	19	25	731	977
March.....	328	41	61	830	1,260
April.....	163	22	21	431	637
May.....	108	6	6	61	181
June.....	72	6	5	22	105
July.....	86	2	20	15	123
August.....	11	4	3	5	23
Total.....	3,160	166	368	2,511	6,205



No. 5 (a).—STATEMENT of Cars inspected at Winnipeg over the C.P.R. (including samples marked), September 1, 1912, to August 31, 1913.

SPRING WHEAT.

Month.	1. H.	1. H.	W.F.	1°	2°	3°	4	5	6	Fd.	Smty.	N.G.	Rej.	Cond.	NEG	2. G	Clg.	Total.
September.....	56	.....	.....	1,598	577	184	80	21	37	27	.....	444	124	3	1	.....	1	3,153
October.....	48	.....	.....	2,431	6,770	2,494	315	39	26	23	72	2,585	566	.....	1	.....	5	15,375
November.....	50	.....	.....	2,288	6,355	2,922	650	110	99	29	181	1,399	458	1	3	.....	10	14,555
December .....	27	.....	.....	1,252	3,751	2,189	436	85	70	32	141	1,598	230	.....	3	1	6	9,821
January.....	10	.....	.....	615	2,221	1,361	286	61	53	26	86	1,203	106	.....	1	.....	10	6,039
February.....	1	.....	.....	265	1,357	857	137	21	23	10	73	920	63	1	.....	.....	10	3,738
March.....	2	.....	.....	306	1,704	957	125	30	61	14	78	1,050	66	2	1	.....	5	4,401
April.....	2	.....	.....	155	834	574	63	9	9	11	34	356	60	.....	1	.....	19	2,127
May.....	5	.....	.....	363	1,663	835	161	63	69	24	41	945	102	1	.....	.....	17	4,289
June.....	5	.....	.....	288	1,205	611	130	31	36	18	31	350	74	.....	.....	.....	12	2,791
July.....	2	.....	.....	286	819	474	107	39	18	9	23	163	54	2	.....	.....	9	2,005
August.....	1	.....	.....	148	505	157	36	9	6	2	4	92	62	.....	.....	.....	15	1,037
Total.....	209	.....	.....	9,995	27,761	13,615	2,526	518	507	225	764	11,105	19,665	10	11	1	119	69,331



No. 5 (b).—STATEMENT of Cars inspected at Winnipeg over the C.P.R., September 1, 1912, to August 31, 1913.

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WINTER WHEAT.

Month.	1. ARW	2. ARW	3. ARW	4. ARW	5. WW	—	—	—	—	—	—	—	1. Rej. 2.	NG.	Rej.	Total.
September.....	45	64	52	31	7	..	...	...	...	...	...	...	...	19	...	218
October.....	41	92	91	31	5	...	...	...	...	...	...	...	...	30	7	297
November.....	13	111	57	20	4	...	...	...	...	...	...	...	...	...	...	205
December.....	14	71	31	10	3	...	...	...	...	...	...	...	...	...	...	129
January.....	4	33	23	11	1	...	...	...	...	...	...	...	...	...	...	72
February.....	3	29	8	3	...	...	...	...	...	...	...	...	...	...	...	43
March.....	...	10	13	6	2	...	...	...	...	...	...	...	...	...	...	31
April.....	...	2	1	1	...	...	...	...	...	...	...	...	...	...	...	4
May.....	1	45	29	10	11	...	...	...	...	...	...	...	...	...	...	96
June.....	7	38	13	7	2	...	...	...	...	...	...	...	...	...	1	68
July.....	2	12	10	...	...	...	...	...	...	...	...	...	...	...	...	24
August.....	...	4	4	...	1	...	...	...	...	...	...	...	...	...	1	10
Total.....	130	511	332	130	36	...	...	...	...	...	...	...	...	49	9	1,197



No. 5 (c).—STATEMENT of Cars inspected at Winnipeg over the C.P.R., September 1, 1912, to August 31, 1913.

OATS.

Month.	1. CW	2. CW	3. CW	Ex. 1. Pd	1. Pd	2 Pd.	Rej.	N.G.	Cond.	2 Mix.	Mix. Gr	Total.
September.....	1	42	21	20	8	20	15	24	2			153
October.....	2	719	141	93	33	73	11	325	1	4	1	1,403
November.....		1,168	283	257	171	154	10	415			9	2,467
December.....	2	596	137	167	106	84	4	527			11	1,634
January.....		419	57	139	59	72	13	540			15	1,314
February.....	1	391	95	107	62	58	14	264			13	1,005
March.....	10	640	113	236	130	73	8	385			5	1,600
April.....		429	66	127	84	41	16	142			3	908
May.....	2	563	165	126	73	96	28	158			10	1,221
June.....	1	467	128	115	85	47	13	84			7	947
July.....		532	127	96	52	49	19	83			13	972
August.....		374	78	41	15	21	23	57			5	614
Total.....	19	6,340	1,411	1,524	878	788	174	3,001	4	4	92	14,238



BARLEY.

Month.	3. Ex.	3. CW.	4. CW.	Rej.	N. G.	Feed.	Cond.	Clgs.	Total.
September.....		70	16	20	43	1	.....	.....	150
October.....		619	151	47	195	15	.....	9	1,036
November.....	4	828	250	68	93	27	.....	9	1,279
December.....	2	409	126	33	87	16	.....	18	691
January.....		241	127	34	117	10	.....	1	530
February.....		220	92	21	41	9	.....	5	388
March.....	1	238	164	25	70	20	.....	5	523
April.....	2	57	84	7	11	4	.....	4	169
May.....		102	138	11	21	13	.....	7	292
June.....		80	82	16	8	2	.....	5	193
July.....	1	104	120	6	9	7	.....	11	258
August.....		43	31	9	8	6	1	1	99
Total.....	10	3,011	1,381	297	703	130	1	75	5,608



No. 5 (e).—STATEMENT of Cars inspected at Winnipeg over the C.P.R., September 1, 1912, to August 31, 1913.

Month.	FLAX.							RYE.				
	1. N.W.C.	2. C.W.	3. C.W.	Rej.	N. G.	Cond.	Total.	No. 1.	No. 2.	Rej.	N.G.	Total.
September.....	44	13	34		1	5	97					
October.....	911	57	8	3	4		983			1		1
November.....	1,985	222	34	2	38	1	2,282					
December.....	1,642	269	33	4	102		2,050		1	1		2
January.....	695	114	30	2	70	1	912		3			3
February.....	167	22	4	2	32		227				1	1
March.....	169	49	9	2	31		260					
April.....	233	72	11	1	18		335					
May.....	1,142	248	50	12	50	2	1,504					
June.....	1,004	255	160	10	35	1	1,465					
July.....	479	162	77	7	38	2	765					
August.....	288	58	29	8	13	3	399					
Total.....	8,759	1,541	479	53	432	15	11,279		4	2	1	7



No. 5 (f).—STATEMENT of Cars inspected at Winnipeg over C.P.R. by months, September 1, 1912, to August 31, 1913.

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Month.	Spring Wheat.	Winter Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	3,153	218	153	150	97	.....	3,771
October.....	15,375	297	1,403	1,036	983	1	19,095
November.....	14,555	205	2,467	1,279	2,282	.....	20,788
December.....	9,821	129	1,634	691	2,050	2	14,327
January.....	6,039	72	1,314	530	912	3	8,870
February.....	3,738	43	1,005	388	227	1	5,402
March.....	4,401	31	1,600	523	260	.....	6,815
April.....	2,127	4	908	169	335	.....	3,543
May.....	4,289	96	1,221	292	1,504	.....	7,402
June.....	2,791	68	947	193	1,465	.....	5,464
July.....	2,005	24	972	258	765	.....	4,024
August.....	1,037	10	614	99	399	.....	2,159
Total.....	69,331	1,197	14,238	5,608	11,279	7	101,660



No. 6 (a).—STATEMENT of Cars inspected at Winnipeg over C.N.R. by months, September 1, 1912, to August 31, 1913.

SPRING WHEAT.

Month.	1 H.	1 Nor.	2 Nor.	3 Nor.	4	5	6	Fd.	Smty.	NG	Rej.	Cond.	2 G.	Clg.	Total.
September.....		441	455	151	19	7	5	2		327	46				1,453
October.....		581	2,041	1,960	278	19	7	5	28	1,980	359				7,258
November.....		293	1,583	2,024	420	56	14	3	65	1,223	234				5,915
December.....		190	889	1,184	248	14	9	2	34	1,127	105				3,802
January.....		110	588	781	136	15	8	10	21	891	78				2,638
February.....		51	375	768	116	7	6	3	22	659	50			7	2,067
March.....		66	606	779	138	26	6	5	28	803	48	1	1	1	2,508
April.....	3	79	630	749	156	20	10	4	31	811	48		1	2	2,544
May.....	1	117	1,267	1,295	186	30	11	2	19	1,145	83	1		3	4,160
June.....		103	876	753	130	43	21	5	22	366	66	1			2,386
July.....		55	232	403	144	47	20	5	12	111	30			1	1,060
August.....		14	95	137	44	13	6	4	2	37	21	1			374
Total.....	4	2,103	9,637	10,984	2,015	297	123	50	284	9,480	1,168	4	2	14	36,165

Month.	Winter Wheat.		Total.
	3 R.W.	4 R.W.	
September.....			
October.....	2	1	3
November.....	1		1
Total.....	3	1	4



OATS.

Month.	1 C.W.	2 C.W.	3 C.W.	Exl. Fd.	1 Fd.	2 Fd.	Rej.	N. G.	Cond.	2 Mxd.	Mxd. Gn.	Total.
September.....		18	8	6	4	6	6	7	1			56
October.....	2	431	75	101	58	30	11	245			1	954
November.....	1	498	109	171	109	55	1	322			3	1,269
December.....		232	64	134	54	18	2	344		1		849
January.....		192	20	126	51	24	3	386			4	806
February.....		132	34	116	37	18	5	180			4	526
March.....	2	221	38	159	71	29	1	236	1		2	760
April.....	2	375	53	143	72	33	8	120	1		3	810
May.....	1	376	75	172	102	42	15	119	2		5	903
June.....		301	67	87	64	32	10	65	1	1		628
July.....		186	69	42	28	19	5	57			4	410
August.....		157	40	14	7	3	10	26		1	1	259
Total.....	8	3,119	652	1,271	657	309	77	2,107	6	3	27	8,236



No. 6 (c).—STATEMENT of Cars inspected at Winnipeg over the C.N.R., by months, September 1, 1912, to August 31, 1913.

Month.	BARLEY.							FLAX.						
	3 C.W.	4 C.W.	Rej.	N. G.	Feed.	C'lg.	Total.	1 N.W.	2 C.W.	3 C.W.	Rej.	N. G.	Cond.	Total.
September.	46	8	10	40	1		105	11	3	14			2	30
October....	412	102	48	144	4	4	714	392	35	4	1	9		441
November.....	474	140	31	65	18	1	729	743	62	6	1	30		842
December. ....	251	73	29	128	7	1	489	485	82	9		25		601
January....	188	86	12	102	8	1	397	325	65	12		33		435
February.....	147	61	15	46	3	1	273	279	38	9	1	18		345
March.....	173	92	6	50	2		323	252	108	14		34		408
April .....	119	115	13	20	4	1	272	352	91	12		22		480
May.....	110	89	15	16	1		231	616	155	39	9	20	1	840
June.....	81	62	9	8	8	2	170	370	131	63	6	8		578
July.....	39	63	9	15		1	127	191	73	32	1	18	2	317
August.....	30	20	5	5	3		63	140	38	15	3	12	2	210
Total.....	2,070	911	202	639	59	12	3,893	4,156	884	229	22	229	7	5,527



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No. 6 (d)—SUMMARY showing number of cars of each kind of Grain inspected, by months, at Winnipeg over the C.N.R., September 1, 1912, to August 31, 1913.

Month.	Spring Wheat.	Winter Wheat.	Oats.	Flax.	Barley.	Total.
September.....	1,453	.....	56	30	105	1,644
October.....	7,258	3	954	441	714	9,370
November.....	5,915	1	1,269	842	729	8,756
December.....	3,802	.....	849	601	489	5,741
January.....	2,638	.....	806	435	397	4,276
February.....	2,067	.....	526	345	273	3,211
March.....	2,508	.....	760	408	323	3,999
April.....	2,544	.....	810	480	272	4,106
May.....	4,160	.....	909	840	231	6,140
June.....	2,386	.....	628	578	170	3,762
July.....	1,060	.....	410	317	127	1,914
August.....	374	.....	259	210	63	906
Total.....	36,165	4	8,236	5,527	3,893	53,825



No. 7 (a).—Statement of Cars inspected at Winnipeg over C.T.P., by months, September 1, 1912, to August 31, 1913.

SPRING WHEAT.

Month.	1 H.	1 Nor.	2 Nor.	3 Nor.	4	5	6	Fd.	Rej 1.	Smut.	N.G.	Rej.	Cond.	C'lg.	Total.
September.....		26	38	13	1	2	1	1	1		32	7			122
October.....		215	1,078	965	177	40	16	5		27	344	114			2,981
November.....		140	693	985	263	88	24	11		62	504	91			2,861
December.....		• 82	344	665	174	58	19	2		43	721	39			2,147
January.....		34	100	133	63	20	19	7		14	206	12			608
February.....		17	57	102	45	12	6	3		11	94	10			357
March.....		33	128	228	60	5	11			10	266	27			768
April.....		28	101	203	36	10	5			16	211	14			624
May.....		8	57	56	23	6	3			4	57	7			221
June.....		14	108	106	17	4	8	4		3	84	4		4	356
July.....		2	30	59	12	3	2	5		1	32	1		2	149
August.....		1	23	12	4	2	2	1			11			3	59
Total.....		600	2,757	3,527	875	250	116	39	1	191	2,562	326		9	11,253

WINTER WHEAT.

Month.	3 ARW	Total.
April .....	1	1
Total .....	1	1



OATS.

Month.	1 CW.	2 CW.	3 CW.	Ex 1Fd.	1 Fd.	2 Fd.	Rej.	N.G.	Cond.	2 Mxd.	Mxd Gn	Total.
September.....		3	1	1	.....	3	1	.....	.....	.....	.....	9
October.....		326	51	41	23	25	5	51	3	.....	.....	525
November....		468	83	123	68	30	3	223	.....	.....	3	1,001
December.....		247	43	129	53	21	2	336	.....	1	4	836
January.....		89	10	75	27	9	2	78	.....	.....	2	292
February ..		66	4	24	14	5	3	34	.....	.....	1	151
March ....	1	157	30	68	38	8	7	83	.....	.....	1	393
April .....		169	26	43	25	16	3	45	.....	.....	1	328
May.....		37	13	23	18	5	4	1	.....	.....	1	102
June.....		88	33	12	12	7	1	9	.....	.....	1	163
July.....		46	13	11	9	4	5	16	.....	.....	1	105
August.....		45	12	5	1	2	2	5	.....	.....	.....	72
Total....	1	1,741	319	555	288	135	38	881	3	1	15	3,977



No. 7 (c).—STATEMENT of Cars inspected at Winnipeg over G.T.P. by months, September 1, 1912, to August 31, 1913.

Month.	BARLEY.						FAX.					
	3 CW.	4 CW.	Rej.	N.G.	Fd.	Total.	1 NW.	2 CW.	3 CW.	Rej.	N.G.	Cond.
												Total.
September.....	7	3	2			12						
October.....	81	28	14	16	1	140	74	30	1		1	106
November.....	103	42	6	13	3	167	199	58	2		1	260
December.....	87	28	9	13	1	138	285	117	14	1	20	437
January.....	24	10	2	2		38	164	48	13		15	240
February.....	15	9	3		2	29	80	22	2	3	4	111
March.....	26	21	3	1	1	52	96	32	15		21	165
April.....	13	18	3			34	34	51	5		13	103
May.....	3	2	1			6	28	25	9		2	61
June.....	5	7	2			14	26	40	33			99
July.....		8	1			9	12	34	11	1	4	62
August.....	1	4	1			6	11	3	2		1	18
Total.....	365	180	47	45	8	645	1,009	460	107	5	82	2 1,605



## SESSIONAL PAPER No. 10d

No. 7 (d).—SUMMARY showing number of cars of each kind of Grain inspected, by months, at Winnipeg over the G.T.P., September 1, 1912, to August 31, 1913.

Month.	Spring Wheat.	Winter Wheat.	Oats.	Barley.	Flax.	Total.
September.....	122		9	12		143
October.....	2,981		525	140	106	3,752
November.....	2,861		1,001	167	260	4,289
December.....	2,147		836	138	437	3,558
January.....	608		292	38	240	1,178
February.....	357		151	29	111	648
March.....	768	1	393	52	165	1,379
April.....	624		328	34	103	1,089
May.....	221		102	6	64	393
June.....	356		163	14	99	632
July.....	149		105	9	62	325
August.....	59		72	6	18	155
Total.....	11,253	1	3,977	645	1,665	17,541

No. 8 (a).—STATEMENT of Crop 1912-13, shipped from Saskatchewan, by months.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	3,098	134	115	88		3,435
October.....	16,048	1,854	610	1,294	1	19,807
November.....	15,451	2,964	658	2,967		22,040
December.....	10,921	2,054	515	2,815		16,305
January.....	5,857	1,294	337	1,575		9,063
February.....	4,049	981	242	1,242	1	6,515
March.....	4,695	1,574	328	1,488		8,085
April.....	3,454	985	188	1,204		5,831
May.....	5,815	1,208	197	2,198		9,418
June.....	3,126	935	128	1,800		5,989
July.....	1,515	690	119	872		3,196
August.....	814	518	53	501		1,886
Total.....	74,843	15,191	3,490	18,044	2	111,570

No. 8 (b).—STATEMENT of Crop, 1912-13, shipped from Alberta, by months.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
September.....	855	167	18	10			1,050
October.....	2,091	599	155	117			2,962
November.....	2,734	1,069	273	194	1	1	4,272
December.....	1,995	1,077	261	135	6		3,474
January.....	1,778	854	224	59	3		2,918
February.....	1,164	448	128	75	3		1,818
March.....	1,479	744	143	60		1	2,427
April.....	708	514	85	58			1,365
May.....	1,158	433	111	117	1		1,820
June.....	908	568	63	208			1,747
July.....	747	545	51	117			1,460
August.....	384	441	55	65			945
Total.....	16,001	7,459	1,567	1,215	14	2	26,285



4 GEORGE V., A. 1914

No. 8 (c).—STATEMENT of Crop Year 1912-13, shipped from Manitoba, by months

Month.	Wheat.	Oats.	Barley.	Flax.	Total.
September.....	1,233	57	149	29	1,468
October.....	8,856	771	1,251	132	11,010
November.....	6,324	1,130	1,474	279	9,207
December.....	3,953	798	765	303	5,819
January.....	2,632	746	596	139	4,113
February.....	1,836	555	427	100	2,918
March.....	2,487	837	556	120	4,000
April.....	1,611	834	274	90	2,809
May.....	2,269	777	263	162	3,471
June.....	2,016	639	230	164	3,049
July.....	1,414	506	268	180	2,428
August.....	494	288	100	73	955
Total.....	35,125	7,998	6,353	1,771	51,247

No. 9 (a).—STATEMENT of C.P.R. Cars inspected by Provinces, (including samples marked.)  
SASKATCHEWAN.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	2,001	87	62	59		2,209
October.....	9,067	778	307	778	1	10,931
November.....	9,242	1,381	342	1,947		12,912
December.....	6,472	915	232	1,811		9,430
January.....	3,598	604	151	804		5,157
February.....	2,394	501	98	149	1	3,143
March.....	2,488	773	174	184		3,619
April.....	1,221	349	41	270		1,881
May.....	2,665	638	84	1,290		4,677
June.....	1,370	476	59	1,175		3,080
July.....	900	412	68	564		1,944
August.....	555	315	25	296		1,191
Total.....	41,973	7,229	1,643	9,327	2	60,174

SAMPLES MARKED.—That is samples inspected which were designated by a mark and not a car number.

No. 9 (b).—STATEMENT of C.P.R. Cars inspected by Provinces, (including samples marked).  
ALBERTA.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	683	23	4	10		720
October.....	1,476	141	57	110		1,784
November.....	2,055	382	118	187		2,742
December.....	1,362	240	50	119	2	1,773
January.....	957	225	31	43	3	1,259
February.....	412	106	28	6		552
March.....	583	246	55	4		888
April.....	183	101	20	18		322
May.....	490	99	47	99		735
June.....	444	96	16	177		733
July.....	344	185	20	92		641
August.....	143	112	12	53		320
Total.....	9,132	1,956	458	918	5	12,469



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No. 9 (c).—STATEMENT of Cars inspected by Provinces C.P.R. (Included samples marked.)

## MANITOBA.

Month.	Wheat.	Oats.	Barley.	Flax.	Total.
September.....	687	43	84	28	842
October.....	5,129	484	672	95	6,380
November.....	3,463	704	819	148	5,134
December.....	2,116	479	409	120	3,124
January.....	1,556	485	348	65	2,454
February.....	975	398	262	72	1,707
March.....	1,361	581	294	72	2,308
April.....	727	458	108	47	1,340
May.....	1,230	484	161	115	1,990
June.....	1,045	375	118	113	1,651
July.....	785	375	170	109	1,439
August.....	349	187	62	50	648
Total.....	19,423	5,053	3,507	1,034	29,017

No. 10 (a).—STATEMENT of Cars inspected by months from points in Saskatchewan. Over the C.N.R. September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	1,019	41	47	29	.....	1,136
October.....	4,540	648	236	417	.....	5,841
November.....	3,868	762	224	772	.....	5,626
December.....	2,515	521	187	537	.....	3,760
January.....	1,670	496	160	391	.....	2,717
February.....	1,320	358	124	326	.....	2,128
March.....	1,600	490	122	376	.....	2,588
April.....	1,734	404	124	447	.....	2,709
May.....	3,010	507	110	797	.....	4,424
June.....	1,496	332	65	536	.....	2,429
July.....	499	198	44	252	.....	993
August.....	218	149	23	188	.....	578
Total.....	23,489	4,906	1,466	5,068	.....	34,929

No. 10 (b).—STATEMENT of Cars inspected by months from points in Alberta. Over the C.N.R., September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	1	2	.....	.....	.....	3
October.....	44	74	6	3	.....	127
November.....	143	144	17	2	.....	306
December.....	66	41	13	4	.....	124
January.....	81	60	10	4	.....	155
February.....	43	22	9	1	.....	75
March.....	144	76	12	7	.....	239
April.....	108	68	8	4	.....	188
May.....	270	119	26	7	.....	422
June.....	58	50	6	10	.....	124
July.....	33	31	7	9	.....	80
August.....	27	18	5	4	.....	54
Total.....	1,018	705	119	55	.....	1,897



4 GEORGE V., A. 1914

No. 10 (c).—STATEMENT of Cars inspected by months from points in Manitoba on the C. N. R., September 1, 1912 to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	433	13	58	1		505
October.....	2,677	232	472	21		3,402
November....	1,905	363	488	68		2,824
December....	1,221	287	289	60		1,857
January.....	887	250	227	40		1,404
February.....	704	146	140	18		1,008
March.....	764	194	189	25		1,172
April.....	702	338	140	23		1,209
May.....	880	283	95	36		1,294
June.....	832	246	99	32		1,209
July.....	528	181	76	56		841
August.....	129	92	35	18		274
Totals.....	11,662	2,625	2,303	404		16,999

No. 11 (a).—STATEMENT of Cars inspected by months from points in Saskatchewan over the G.T.P., September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	78	6	6			90
October.....	2,435	428	67	99		3,029
November....	2,337	821	90	248		3,496
December....	1,786	611	91	417		2,905
January.....	468	184	26	230		908
February.....	252	112	14	107		485
March.....	540	296	31	147		1,014
April.....	462	224	22	85		793
May.....	138	63	3	60		264
June.....	258	127	4	84		473
July.....	116	80	7	56		259
August.....	41	54	5	17		117
Total.....	8,911	3,006	366	1,550		13,833

No. 11 (b).—STATEMENT of Cars inspected by months from points in Alberta over the G.T.P., September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	2	3				5
October.....	97	45	9	2		153
November....	153	140	23	4		320
December....	230	205	23	10		468
January.....	126	105	11	7		249
February.....	68	37	9	4		118
March.....	128	62	8	10		208
April.....	107	80	5	16		208
May.....	30	35	2	3		70
June.....	29	24	2	12		67
July.....	18	17		6		41
August.....	13	13	1	1		28
Total.....	1,001	766	93	75		1,935



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No. 11 (c).—STATEMENT of Cars inspected by months from points in Manitoba over the G.T.P., September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	42		6			48
October.....	449	52	64	5		570
November.....	371	40	54	8		473
December.....	131	20	24	10		185
January.....	14	3	1	3		21
February.....	37	2	6			45
March.....	100	35	13	8		156
April.....	56	24	7	2		89
May.....	53	4	1	1		59
June.....	69	12	8	3		92
July.....	15	8	2			25
August.....	5	5				10
Total.....	1,342	205	186	40		1,773

No. 12 (a).—STATEMENT of Cars inspected at Calgary from points in Saskatchewan, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....						
October.....	1					1
November.....						
December.....	3					3
January.....	3					3
February.....	4					4
March.....	2	1				3
April.....						
May.....						
June.....						
July.....						
August.....						
Total.....	13	1				14

No. 12 (b).—STATEMENT of Cars inspected at Calgary by months from points in Alberta September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
September.....	169	139	14				322
October.....	474	339	83	2			898
November.....	383	403	115	1	1	1	904
December.....	337	591	175		4		1,107
January.....	613	462	172	1			1,248
February.....	638	283	82	3	3		1,009
March.....	623	360	68	5		1	1,057
April.....	310	265	51	3			629
May.....	368	180	36	8	1		593
June.....	377	398	39	8			822
July.....	352	312	24	10			698
August.....	201	298	37	7			543
Total.....	4,845	4,030	896	48	9	2	9,830



4 GEORGE V., A. 1914

No. 13 (a).—STATEMENT of Cars inspected at Duluth by months from points in Saskatchewan, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....						
October.....	5					5
November.....	4		2			6
December.....	145	7	5	50		207
January.....	118	10		150		278
February.....	79	10	6	660		755
March.....	65	14	1	781		861
April.....	37	8	1	402		448
May.....	2			51		53
June.....	2			5		7
July.....						
August.....						
Total.....	457	49	15	2,099		2,620

No. 13 (b).—STATEMENT of Cars inspected at Duluth by months from points in Alberta, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....						
October.....						
November.....						
December.....				2		2
January.....	1	2		4		7
February.....	3			61		64
March.....	1			34		35
April.....			1	17		18
May.....						
June.....				1		1
July.....						
August.....						
Total.....	5	2	1	119		127

No. 13 (c).—STATEMENT of Cars inspected at Duluth by months from points in Manitoba, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	71	1	1			73
October.....	601	3	43	11		658
November.....	585	23	113	55		776
December.....	485	12	43	113		653
January.....	175	8	20	31		234
February.....	120	9	19	10		158
March.....	262	27	60	15		364
April.....	126	14	19	12		171
May.....	106	6	6	10		128
June.....	70	6	5	16		97
July.....	86	2	20	15		123
August.....	11	4	3	5		23
Total.....	2,698	115	352	293		3,458



SESSIONAL PAPER No. 10d

No. 14 (a).—STATEMENT of Cars inspected over C. P. R. billed Winnipeg, by months, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	696	56	34	2		788
October.....	1,665	364	316	22		2,367
November.....	1,270	505	385	33		2 193
December.....	1,725	335	93	93		2,246
January.....	1,298	271	86	146		1,801
February.....	955	346	66	64		1,431
March.....	1,383	397	101	85		1,966
April.....	836	408	48	151		1,443
May.....	924	199	24	27		1,174
June.....	760	268	41	34		1,103
July.....	705	201	58	18		982
August.....	467	182	32	17		698
Total.....	12,684	3,532	1,284	692		18,192

No. 14 (b).—STATEMENT of Cars inspected over C. P. R., billed Fort William, by months, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	2,599	93	100	91		2 883
October.....	13 881	1 016	635	954	1	16 487
November.....	13 319	1 737	793	2 223		18 072
Decemb r.....	7 822	934	490	1 938	1	11 185
January.....	4 352	682	380	709		6 123
February.....	2 503	301	256	69	1	3 130
Marc.....	2,824	1,066	405	65		4,360
April.....	1,177	428	115	143		1,863
May.....	3,373	992	266	1,477		6,108
June.....	1,996	647	152	1,431		4,226
July.....	1,200	753	100	747		2,900
August.....	572	408	67	382		1,429
Total.....	55,618	9,057	3,859	10,229	3	78,766

No. 14 (c).—STATEMENT of Cars inspected over the C. P. R., billed Duluth, by months, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September...						
October.....						
November.....			2	1		3
December.....	34	3		13		50
January.....	17	1	1	34		53
February.....	26			69		95
March.....	6		1	64		71
April.....	1			34		35
May.....						
June.....						
July.....						
August.....						
Total.....	84	4	4	215		307



4 GEORGE V., A. 1914

No. 14 (d).—STATEMENT of Cars inspected over the C.P.R., billed All Rail, by months, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	1	1	16			18
October.....	8	15	83			106
November.....	15	207	98	2		322
December.....	264	344	108		1	717
January.....	324	340	63	23	3	753
February.....	141	338	66	25		570
March.....	91	101	16	46		254
April.....	11	52	6	7		76
May.....	4	3	2			9
June.....	6	5				11
July.....	11	4				15
August.....	5	1				6
Total.....	881	1,411	458	103	4	2,857

No. 15 (a).—STATEMENT of Cars inspected over C.N.R., billed Winnipeg, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	53	14	16			83
October.....	360	120	184			664
November.....	194	143	97	2		436
December.....	261	120	42	5		428
January.....	240	157	73	4		474
February.....	213	184	52	10		459
March.....	365	167	78	11		621
April.....	268	105	26	4		403
May.....	404	132	20	3		559
June.....	294	84	19	14		411
July.....	165	64	16	8		253
August.....	63	35	6	3		107
Total.....	2,880	1,325	629	64		4,898

No. 15 (b).—STATEMENT of Cars inspected over the C.N.R., billed Port Arthur, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	1,400	42	89	30		1,561
October.....	6,901	828	530	441		8,700
November.....	5,722	1,111	631	840		8,304
December.....	3,535	717	446	596		5,294
January.....	2,195	562	297	410		3,464
February.....	400	89	39	103		631
March.....	1,000	396	131	148		1,675
April.....	866	493	162	134		1,655
May.....	3,484	727	195	815		5,221
June.....	2,092	543	150	564		3,349
July.....	895	346	111	309		1,661
August.....	311	222	57	207		797
Total.....	28,801	6,076	2,838	4,597		42,312



## SESSIONAL PAPER No. 10d

No. 15 (c).—STATEMENT of Cars inspected over the C.N.R., billed Duluth,  
September 1, 1912, to August 31, 1913.

September.....						
October.....						
November.....						
December.....	6					6
January.....	201	19	21	21		262
February.....	1,374	211	161	227		1,973
March.....	1,085	184	99	249		1,617
April.....	1,401	199	83	340		2,023
May.....	271	40	16	22		349
June.....						
July.....						
August.....						
Total.....	4,338	653	380	859		6,230

No. 15 (d).—STATEMENT of Cars inspected over the C.N.R., billed All Rail,  
September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September...						
October.....		6				6
November.....		15	1			16w
December.....		12	1			13
January.....	2	68	6			76
February.....	80	42	21	5		148
March.....	58	13	15			86
April.....	9	13	1	2		25
May.....	1	10				11
June.....		1	1			2
July.....						
August.....		2				2
Total.....	150	182	46	7		385

No. 16 (a).—STATEMENT of Cars inspected over the G.T.P., billed Winnipeg,  
September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Total.
September.....			2		2
October.....	11	5	12		28
November.....	19	3	4		26
December.....	17	11	2		30
January.....	4	8			12
February.....	11	3			14
March.....	6	7	2	1	15
April.....	17	6	2	1	26
May.....					
June.....	16				16
July.....	1		1		2
August.....		1		1	2
Total.....	102	44	25	2	173



4 GEORGE V., A. 1914

No. 16 (b).—STATEMENT of Cars inspected over the G.T.P., billed Fort William, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	122	9	10	.....	.....	141
October.....	2,969	517	128	106	.....	3,720
November.....	2,842	988	163	260	.....	4,253
December.....	2,113	801	136	437	.....	3,487
January.....	604	245	38	240	.....	1,127
February.....	345	135	29	111	.....	620
March.....	761	374	49	165	.....	1,349
April.....	608	317	32	101	.....	1,058
May.....	221	102	6	64	.....	393
June.....	339	162	14	99	.....	614
July.....	148	105	8	62	.....	323
August.....	59	71	6	17	.....	153
Total.....	11,131	3,826	619	1,662	.....	17,238

No. 16 (c).—STATEMENT of Cars inspected over the G.T.P., billed All Rail, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Total.
September.....	.....	.....	.....	.....	.....
October.....	1	3	.....	.....	4
November.....	.....	10	.....	.....	10
December.....	17	24	.....	.....	41
January.....	.....	39	.....	.....	39
February.....	1	13	.....	.....	14
March.....	1	12	1	.....	14
April.....	.....	5	.....	1	6
May.....	.....	.....	.....	.....	.....
June.....	1	1	.....	.....	2
July.....	.....	.....	.....	.....	.....
August.....	.....	.....	.....	.....	.....
Total.....	21	107	1	1	130

No. 17 (a).—STATEMENT of Cars inspected at Calgary, billed South, by months, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
September.....	139	66	9	.....	.....	.....	214
October.....	310	144	52	2	.....	.....	508
November.....	237	227	52	.....	1	1	518
December.....	218	374	152	.....	1	.....	745
January.....	456	256	158	1	.....	.....	871
February.....	379	146	58	1	.....	.....	584
March.....	288	196	32	1	.....	1	518
April.....	163	146	36	.....	.....	.....	345
May.....	211	138	18	5	.....	.....	372
June.....	231	264	17	4	.....	.....	516
July.....	212	193	18	5	.....	.....	428
August.....	117	204	27	4	.....	.....	352
Total.....	2,961	2,354	629	23	2	2	5,971



## SESSIONAL PAPER No. 10d

No. 17 (b).—STATEMENT of Cars inspected at Calgary, billed East, by months, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September .....	7		2			9
October.....	39	31	18			88
November....	63	69	32			164
December.....	21	49	13		1	84
January.....	15	70	1			86
February.....	58	39	11	2	3	113
March.....	137	70	32	4		243
April.....	55	9	8	3		75
May.....	23	10	18	3		54
June.....	32	38	21	4		95
July.....	49	35	5	5		94
August.....	69	15	8	3		95
Total.....	568	435	169	24	4	1,200

No. 17 (c).—STATEMENT of Cars inspected at Calgary, billed West, by months, September 1, 1912, to August 31, 1913.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
September.....	23	73	3			399
October.....	126	164	13			293
November....	83	107	31	1		222
December.....	101	168	10		2	281
January.....	145	136	13			394
February.....	205	98	13			216
March.....	200	95	4			299
April.....	92	110	7			199
May.....	134	32			1	267
June.....	114	96	1			211
July.....	91	84	1			176
August.....	15	79	2			96
Total	1,329	1,242	98	1	3	2,673



STATEMENT No. 12.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads by Provinces for the Crop Year ended August 31, 1913, in the Western Grain Inspection Division.

Manitoba.	Wheat. Cars.	Oats. Cars.	Barley. Cars.	Flax. Cars.	Rye. Cars.	Total. Cars.
C.P.R.....	19,423	5,053	3,507	1,034	.....	29,017
C.N.R.....	11,662	2,625	2,308	404	.....	16,999
G.T.P.....	1,342	205	186	40	.....	1,773
G.N.R.....	2,698	115	352	293	.....	3,458
Total..... { Cars.....	35,125	7,998	6,353	1,771	.....	51,247
{ Bushels....	39,515,625	15,596,100	8,258,900	1,859,550	.....	65,230,175
Saskatchewan.						
C.P.R.....	41,973	7,229	1,643	9,327	2	60,174
Calgary.....	13	1	.....	.....	.....	14
C.N.R.....	23,489	4,906	1,466	5,068	.....	34,929
G.T.P.....	8,911	3,006	366	1,550	.....	13,833
G.N.R.....	457	49	15	2,099	.....	2,620
Total..... { Cars.....	74,843	15,191	3,490	18,044	2	111,570
{ Bushels....	84,198,375	29,622,450	4,537,000	18,946,200	2,000	137,306,025
Alberta.						
C.P.R.....	9,132	1,956	458	918	5	12,469
Calgary.....	4,845	4,030	896	48	9 2	9,930
C.N.R.....	1,018	705	119	55	.....	1,897
G.T.P.....	1,001	766	93	75	.....	1,935
G.N.R.....	5	2	1	119	.....	127
Total..... { Cars.....	16,001	7,459	1,567	1,215	14 2	26,358
{ Bushels....	18,001,125	14,545,050	2,037,100	1,275,750	14,000 2,000	35,875,025

RECAPITULATION—BY PROVINCES.

Manitoba.....	35,125	7,998	6,353	1,771	.....	51,247
Saskatchewan.....	74,843	15,191	3,490	18,044	2	111,570
Alberta.....	16,001	7,459	1,567	1,215	14 2	26,258
Grand total.. { Cars.....	125,969	30,648	11,410	21,030	16 2	189,075
{ Bushels....	141,715,125	59,763,600	14,833,000	22,081,500	16,000 2,000	238,411,225



## SESSIONAL PAPER No. 10d

No. 14.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years ended August 31, 1908, 1909, 1910, 1911, 1912 and 1913.

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained..	Inspector's Grade not Sustained.
September, 1907.....	2,381	2	2	.....
October, 1907.....	10,641	46	31	15
November, 1907.....	12,786	31	23	8
December, 1907.....	10,019	17	9	8
January, 1908.....	5,740	27	20	7
February, 1908.....	3,995	33	21	12
March, 1908.....	4,972	47	34	13
April, 1908.....	4,152	45	34	11
May, 1908.....	2,125	22	18	4
June, 1908.....	3,398	34	26	8
July, 1908.....	2,658	6	6	.....
August, 1908.....	1,115	7	5	2
Totals.....	63,982	317	229	88
September, 1908.....	11,018	23	23	.....
October, 1908.....	16,812	48	38	10
November, 1908.....	21,068	53	38	15
December, 1908.....	10,918	37	29	8
January, 1909.....	3,374	21	14	7
February, 1909.....	3,765	14	10	4
March, 1909.....	7,668	37	30	7
April, 1909.....	5,637	30	21	9
May, 1909.....	1,930	1	1	.....
June, 1909.....	2,784	7	3	4
July, 1909.....	2,129	5	4	1
August, 1909.....	854	.....	.....	.....
Totals.....	87,957	276	211	65
September, 1909.....	17,365	13	8	5
October, 1909.....	23,219	22	17	5
November, 1909.....	19,438	42	26	16
December, 1909.....	9,726	10	5	5
January, 1910.....	5,510	10	7	3
February, 1910.....	5,123	12	5	7
March, 1910.....	7,507	13	5	8
April, 1910.....	7,535	18	14	4
May, 1910.....	5,465	2	.....	2
June, 1910.....	4,920	1	.....	1
July, 1910.....	5,191	6	4	2
August, 1910.....	3,998	3	1	2
Totals.....	114,997	152	92	60
September, 1910.....	12,938	13	11	2
October, 1910.....	22,421	45	31	14
November, 1910.....	15,798	29	16	13
December, 1910.....	7,967	31	24	7
January, 1911.....	1,890	4	4	—
February, 1911.....	3,301	14	10	4
March, 1911.....	8,600	41	25	16
April, 1911.....	7,024	8	5	3
May, 1911.....	4,201	3	—	3
June, 1911.....	6,451	5	5	—
July, 1911.....	6,828	9	7	2
August, 1911.....	3,318	2	2	—
Totals.....	100,737	204	140	64



4 GEORGE V., A. 1914

No. 14.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg, etc.—*Concluded.*

Month.	Total No. of Cars Inspected.	Surveys. Held.	Inspector's Grade. Sustained.	Inspector's Grade not Sustained.
September, 1911	10,565	21	13	8
October, 1911	26,642	51	33	18
November, 1911	23,657	43	32	11
December, 1911	22,137	47	36	11
January, 1912	10,807	19	16	3
February, 1912	15,618	18	17	1
March, 1912	16,757	71	58	13
April, 1912	14,348	43	35	8
May, 1912	11,755	46	40	6
June, 1912	10,848	45	38	7
July, 1912	9,711	21	17	4
August, 1912	3,356	14	12	2
Totals	176,201	439	347	92
September, 1912	5,953	8	7	1
October, 1912	33,779	21	15	6
November, 1912	35,519	33	31	2
December, 1912	25,598	24	21	3
January, 1913	16,094	41	33	8
February, 1913	11,251	25	23	2
March, 1913	14,512	22	18	4
April, 1913	10,005	17	15	2
May, 1913	14,709	24	19	5
June, 1913	10,785	15	11	4
July, 1913	7,084	11	11	
August, 1913	3,786	4	4	
Totals	189,075	245	208	37



SESSIONAL PAPER No. 10d

STATEMENT No. 13.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned Railroads for Crop Year ended August 31, 1913, in the Western Division.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
C.P.R.	Cars.....	70,528	14,238	5,608	11,279	7	101,660
	Bushels..	79,344,000	27,764,100	7,290,400	11,842,950	7,000	126,248,450
C.P.R.							
Calgary East	Cars.....	568	435	169	24	4	1,200
	Bushels..	639,000	848,250	219,700	25,200	4,000	1,736,150
West	Cars.....	1,329	1,242	98	1	3	2,673
	Bushels..	1,495,125	2,421,900	127,400	1,050	3,000	4,048,475
Calgary South	Cars.....	2,961	2,354	629	23	Corn 2	5,971
	Bushels..	3,331,125	4,590,300	817,700	24,150	2,000 2,000	8,767,275
Total.....	Cars.....	4,858	4,031	856	48	2 9	9,844
	Bushels..	5,465,250	7,860,450	1,164,800	59,400	2,000 9,000	14,551,900
C.N.R.....							
	Cars.....	36,169	8,236	3,893	5,527		53,825
	Bushels...	40,690,125	16,060,200	5,060,900	5,803,350		67,614,575
G.T.P.....							
	Cars.....	11,254	3,977	645	1,665		17,541
	Bushels..	12,660,750	7,755,150	838,500	1,748,250		23,002,650
G.N.R. Duluth							
	Cars.....	3,160	166	368	2,511		6,205
	Bushels...	3,555,000	323,700	478,400	2,636,550		6,993,650
Total.							
	Cars.....	125,969	30,648	11,410	21,030	2 16	189,075
	Bushels...	141,715,125	59,763,600	14,833,000	22,081,500	2,000 16,000	238,411,225



4 GEORGE V., A. 1914

No. 15.—STATEMENT showing number of Surveys held on Cars of Grain at Toronto during the Crop Years ended August 31, 1910, 1911, 1912 and 1913.

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1909.....	38			
October, 1909.....	220	1	1	
November, 1909.....	277	3	1	2
December, 1909.....	273	6	6	
January, 1910.....	179	7	3	4
February, 1910.....	174	1	1	
March, 1910.....	133			
April, 1910.....	113			
May, 1910.....	65			
June, 1910.....	70	1		1
July, 1910.....	37	1		1
August, 1910.....	40	1	1	
Totals.....	1,619	21	13	8
September, 1910.....	29	2	1	1
October, 1910.....	112	14	6	8
November, 1910.....	182	1	1	
December, 1910.....	290	1		1
January, 1911.....	359	3	1	2
February, 1911.....	287	2	2	
March, 1911.....	392	9	6	3
April, 1911.....	142	3	1	2
May, 1911.....	90	1		1
June, 1911.....	155	1		1
July, 1911.....	253	4	1	3
August, 1911.....	533	2	1	1
Totals.....	2,824	43	20	23
September, 1911.....	333	4	4	
October, 1911.....	298	3	2	1
November, 1911.....	185			
December, 1911.....	93	2	2	
January, 1912.....	57			
February, 1912.....	116			
March, 1912.....	70	1		1
April, 1912.....	43			
May, 1912.....	17			
June, 1912.....	8			
July, 1912.....	9			
August, 1912.....	11			
Totals.....	1,240	10	8	2
September, 1912.....	24			
October, 1912.....	67			
November, 1912.....	84			
December, 1912.....	74	1		1
January, 1913.....	77			
February, 1913.....	57			
March, 1913.....	60	4	2	2
April, 1913.....	25	1		1
May, 1913.....	31			
June, 1913.....	16			
July, 1913.....	10			
August, 1913.....	15			
Totals.....	540	6	2	4



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No. 16.—COMPARATIVE STATEMENT of Receipts of Grain at Termina Elevators, Fort William and Port Arthur for the Crops of 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

Crops Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.
1901.....	5,959,920	1,394		7,675	7,225,077
To Duluth.....	1,256,088				
1902.....	30,141,536	1,237,557	56,769	10,726	38,738,249
To Duluth.....	7,291,661				
1903.....	41,302,474	1,625,623	348,909	167,537	44,884,252
To Duluth.....	1,439,709				
1904.....	32,080,627	193,501	101,425	462,053	32,837,606
1905.....	31,508,617	832,664	259,310	169,761	32,770,352
1906.....	56,056,560	6,278,449	1,001,298	392,000	63,728,307
1907.....	60,553,693	13,012,106	1,869,181	796,191	76,231,171
1908.....	40,689,868	10,657,172	1,914,296	1,515,694	54,777,030
1909.....	58,088,727	15,031,400	2,498,174	2,110,668	77,728,969
				Rye 4,999	
1910.....	72,285,601	26,483,516	3,300,676	3,360,800	105,435,592
				Rye 5,236	
1911.....	70,131,871	17,777,080	1,536,500	2,877,330	92,328,017
				Rye 10,204	
1912.....	108,192,739	29,459,591	3,482,689	5,954,451	147,099,674
1913.....	107,494,757	34,482,918	9,868,774	17,999,403	169,845,852

No. 17.—COMPARATIVE STATEMENT showing Quantity of each kind of Grain Shipped from Fort William and Port Arthur, for the Crop Years hereinafter enumerated.

Crop Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900-01.....	6,468,511					6,468,511
1901-02.....	28,148,728	1,135,733	52,185	10,726		29,347,372
1902-03.....	41,487,536	1,619,487	322,377	115,446		43,544,846
1903-04.....	31,384,151	286,446	67,471	282,013		32,020,081
1904-05.....	29,669,107	767,933	265,002	271,296		30,973,338
1905-06.....	55,509,720	5,721,815	959,546	456,928		62,648,009
1906-07.....	54,849,649	12,744,736	1,839,177	753,307	9,010	70,195,879
1907-08.....	47,521,490	11,096,405	1,971,938	1,514,644	3,036	62,107,513
1908-09.....	58,193,198	15,048,353	2,490,679	2,033,334		77,765,564
1909-10.....	72,266,424	22,630,679	3,010,566	3,555,194	5,675	101,468,538
1910-11.....	70,336,459	19,937,902	1,635,231	2,880,067	1,893	94,791,552
1911-12.....	106,933,174	27,783,572	3,241,590	5,587,580	11,607	143,557,523
1912-13.....	108,660,217	33,735,035	9,999,557	16,410,275		168,805,084



4 GEORGE V., A. 1914

No. 18.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop Year ending August 31, 1913, with comparisons for 1908, 1909, 1910, 1911 and 1912.

## RECEIPTS.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1912.....	2,743,428	468,231	171,405	181,107		3,564,171
October, 1912.....	19,586,631	2,046,446	1,139,018	752,003		23,524,098
November, 1912.....	27,583,511	7,547,607	2,227,964	3,122,205		40,481,287
December, 1912.....	14,975,147	4,078,762	1,411,061	2,528,711		22,993,681
January, 1913.....	12,105,146	3,167,430	1,267,769	2,306,155		18,846,503
February, 1913.....	4,064,093	1,353,253	466,989	522,475		6,406,810
March, 1913.....	2,370,233	1,384,815	413,748	407,814		4,576,610
April, 1913.....	2,690,930	1,463,779	318,417	374,851		4,847,977
May, 1913.....	10,199,180	6,369,117	1,288,900	2,276,989		20,134,186
June, 1913.....	5,545,303	2,208,831	356,869	2,665,279		10,776,282
July, 1913.....	4,346,576	3,029,013	583,476	2,092,238		10,051,303
August, 1913.....	1,284,579	1,365,634	223,158	769,573		3,642,944
	107,494,757	34,482,918	9,868,774	17,999,403		169,845,852
Crop, year 1908.....	40,689,868	10,657,172	1,914,296	1,515,694		54,777,030
Crop, year 1909.....	58,088,727	15,031,400	2,498,174	2,110,668		77,728,969
Crop, year 1910.....	72,285,601	26,483,516	3,300,676	3,360,800	4,999	105,435,592
Crop, year 1911.....	70,131,871	17,777,080	1,536,500	2,877,330	5,236	92,328,017
Crop, year 1912.....	108,192,739	29,459,591	3,482,689	5,954,451	10,204	147,099,674



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No. 18.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop, &c.—*Concluded.*

Month.		Wheat.	Oats	Barley.	Flax.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1912.....	{ Rail...	359,390	222,741	32,302	27,288	..	641,721
	{ Lake...	2,534,423	1,345,473	278,134	309,460	..	4,467,490
October, 1912.....	{ Rail...	354,489	166,976	27,450	10,197	..	559,112
	{ Lake...	12,308,693	841,499	641,833	316,650	..	14,108,675
November, 1912.....	{ Rail...	562,020	210,745	19,051	1,721	..	793,537
	{ Lake...	28,825,556	6,299,220	1,976,007	2,767,934	..	39,868,717
December, 1912.....	{ Rail...	1,178,450	1,179,826	180,851	316,358	..	2,855,485
	{ Lake...	11,774,474	2,650,116	900,205	1,681,470	..	17,006,265
January, 1913.....	{ Rail...	3,782,314	1,582,989	584,840	211,465	..	6,161,608
	{ Lake...	*4,127,567	*139,437	*369,967	*469,648	..	*5,106,619
February, 1913.....	{ Rail...	2,250,768	758,855	149,495	134,153	..	3,293,271
	{ Lake...	*2,524,093	..	..	*405,174	..	*2,929,267
March, 1913.....	{ Rail...	1,694,766	557,126	195,971	145,620	..	2,593,483
	{ Lake...	100,859	..	..	..	..	100,859
April, 1913.....	{ Rail...	507,302	274,354	25,230	30,877	..	837,763
	{ Lake...	1,569,387	254,304	41,171	516,132	..	2,380,994
May, 1913.....	{ Rail...	297,346	243,784	16,012	4,301	..	561,443
	{ Lake...	16,363,635	6,991,451	2,207,740	1,462,734	..	27,025,560
June, 1913.....	{ Rail...	427,959	143,687	4,733	6,618	..	583,027
	{ Lake...	5,914,157	3,417,241	1,212,414	1,860,890	..	12,404,702
July, 1913.....	{ Rail...	716,952	147,831	8,819	29,322	..	902,924
	{ Lake...	7,437,955	3,455,844	515,961	4,321,798	..	15,731,558
August, 1913.....	{ Rail...	406,342	59,583	3,991	6,192	..	476,108
	{ Lake...	2,643,320	2,791,953	607,380	1,779,417	..	7,822,070
Total crop, year 1913.	{ Rail...	12,538,098	5,548,497	1,248,745	924,142	..	20,259,482
	{ Lake...	96,124,119	28,186,538	8,750,812	15,891,307	..	148,952,776
Crop, year 1908.....	{ Rail...	10,224,540	3,888,695	694,310	300,233	..	15,107,778
	{ Lake...	36,607,299	7,163,801	1,256,166	1,231,609	..	46,258,875
Crop, year 1909.....	{ Rail...	8,451,114	2,690,863	516,119	404,313	..	12,062,409
	{ Lake...	49,742,084	12,357,490	1,974,560	1,629,021	..	65,703,155
Crop, year 1910.....	{ Rail...	9,119,987	2,471,304	412,141	544,371	2,939	12,550,742
	{ Lake...	63,146,437	20,159,375	2,598,425	3,010,823	2,736	88,947,796
Crop, year 1911.....	{ Rail...	7,594,404	1,444,158	115,419	403,109	..	9,557,090
	{ Lake...	62,742,055	18,493,744	1,519,812	2,476,958	1,893	85,234,462
Crop, year 1912.....	{ Rail...	19,790,878	7,115,692	306,705	1,434,668	4,513	28,652,486
	{ Lake...	87,142,296	20,667,880	2,934,885	4,152,912	7,064	114,905,037

NOTE.—The shipments to Mill at Fort William are included in rail shipments.

\*In winter storage in vessels.

Compiled weekly to the 28th day of August, 1913.



4 GEORGE V., A. 1914

CLASS 1.—RECEIPTS of the different kinds of Grain at the Elevators owned and 1913. (a) Through the Depart

Location.	Capacity.	Grain.	September.	October.	November.	December.
	Bush.		Bush.	Bush.	Bush.	Bush.
Port Colborne.....	750,000	Wheat....	682,282	2,353,982	2,124,970	412,903
		Oats.....	93,682		47,761	68,100
		Barley....		23,576		
		Flax.....				
Total.....			775,964	2,377,558	2,172,731	481,003
Halifax.....	475,000	Wheat....				
		Oats.....				
		Barley....				
		Flax.....				
Total.....						
St. John.....	475,000	Wheat....			164,639	322,323
		Oats.....				5,490
		Barley....			23,688	71,870
		Flax.....				
Total.....					188,327	399,683
Total (a).....	1,700,000		775,964	2,377,558	2,361,058	880,686

NOTE.—1,250,000 bushel elevator under construction at Port Colborne.

(CLASS 2)—RECEIPTS of the different kinds of Grain at the Elevators owned and ending August

Location.	Capacity.	Grain.	September.	October.	November.	December.
	Bush.		Bush.	Bush.	Bush.	Bush.
Montreal (1).....	1,000,000	Wheat ...	1,006,664	1,698,964	1,765,734	
		Oats.....	501,997		322,200	
		Barley....	109,504	77,735	150,684	
		Flax.....		25,481	28,000	
Total.....			1,618,165	1,802,180	2,266,618	
Montreal (2).....	2,500,000	Wheat....	72,008	138,349	120,322	11,702
		Oats.....	143,532	231,954	1,155,870	329,319
		Barley....	70,991	9,185	1,240	12,138
		Flax.....		3,994		
Total.....			286,531	383,482	1,277,432	353,159
Total.....	3,500,000		1,904,696	2,185,662	3,544,050	353,159

NOTE.—1,500,000 elevator under construction at Montreal (1), 1,000,000 bushel elevator under construction at Quebec.



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operated by the Government by months for the Crop year ending August 31, ment of Railways and Canals.

January.	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
.....	.....	.....	.....	2,831,473	1,562,167	1,826,689	1,997,319	13,791,785
.....	.....	.....	.....	1,011,582	252,062	165,384	254,736	1,893,307
.....	.....	.....	.....	50,878	.....	.....	157,072	231,526
.....	.....	.....	.....	128,662	369,588	129,978	582,624	1,210,852
.....	.....	.....	.....	4,022,595	2,183,817	2,122,051	2,991,751	17,127,470
.....	.....	.....	.....	37,723	27,608	78,643	18,971	162,945
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	14,487	104,802	119,289
.....	.....	.....	.....	37,723	27,608	93,130	123,773	282,234
446,116	205,121	9,275	23,466	150,511	41,406	145,824	89,217	1,597,898
126,149	79,064	27,942	.....	.....	.....	.....	7,138	245,783
177,281	103,247	29,326	1,348	.....	.....	.....	.....	406,760
.....	.....	.....	.....	38,756	.....	.....	39,067	77,823
749,546	387,432	66,543	24,814	189,267	41,406	145,824	135,422	2,328,264
749,546	387,432	66,543	24,814	4,249,585	2,252,831	2,361,005	3,250,946	19,737,968

operated by the Board of Harbour Commissioners, by months for the Crop year 31, 1913.

January.	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
.....	.....	1,093	1,000	1,472,182	978,279	1,055,944	932,079	8,911,939
.....	.....	.....	.....	707,822	675,155	406,632	24,992	2,638,798
.....	.....	.....	.....	387,559	203,448	122,240	284,844	1,336,014
.....	.....	.....	.....	205,155	207,674	277,999	543,039	1,287,348
.....	.....	1,093	1,000	2,772,718	2,064,556	1,862,815	1,784,954	14,174,099
2,059	1,882	5,968	73,342	1,659,950	1,407,002	837,576	651,772	4,981,932
101,748	204,299	92,540	69,617	907,033	1,091,555	809,553	561,500	5,698,520
12,874	2,506	1,788	20,371	379,912	235,695	257,064	257,298	1,261,062
31,656	.....	.....	.....	210,111	105,454	594,107	1,185,712	2,131,034
148,337	208,687	100,296	163,330	3,157,006	2,839,706	2,498,300	2,656,282	14,072,548
148,337	208,687	101,389	164,330	5,929,724	4,904,262	4,361,115	4,441,236	28,246,647



4 GEORGE V., A. 1914

(CLASS 3)--RECEIPTS of the different kinds of Grain at the Elevators owned August

Location.	Capacity.	Grain.	September.	October.	November.	December.
	Bush.		Bush.	Bush.	Bush.	Bush.
Port McNicoll.	4,200,000	Wheat..	238,245	384,918	2,350,273	1,288,302
		Oats....	278,857	138,039	955,467	207,361
		Barley..		36,418	259,131	79,151
		Flax...	14,922	6,798		30,078
Total..			532,024	566,173	3,564,871	1,604,892
Tiffin	2,000,000	Wheat...	62,394	1,113,359	1,374,272	683,427
		Oats.....			197,292	105,133
		Barley...	43,826	38,591	386,583	292,349
		Flax....				73,376
Total..			106,220	1,151,950	1,958,147	1,154,285
West St. John...	800,000	Wheat...			314,564	1,146,664
		Oats.....			1,720	59,442
		Barley...				152,041
		Flax.....				3,952
Total..					316,284	1,362,099
Depot Harbour	1,750,000	Wheat..	61,756	669,157	750,426	158,406
		Oats.....			480,695	
		Barley...	45,000		109,995	
		Flax....				63,915
Total.....			107,356	669,157	1,341,116	222,321
Total (No. 8).	8,750,000		745,600	2,387,280	7,180,418	4,343,597

(CLASS 4) -- RECEIPTS by the different kinds of Grain at the Elevators owned by August

Location.	Capacity.	Grain.	September.	October.	November.	December.
	Bush.		Bush.	Bush.	Bush.	Bush.
Collingwood.	140,000	Wheat..				137,617
		Oats..				59,435
		Barley..				
		Flax				
Total.	140,000					197,052



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and operated by Railway Companies by months for the Crop year ending 31, 1913.

January.	February.	March.	April.	May.	June.	July.	August.	Total
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
				1,063,484	287,984	145,453	197,811	5,956,470
	146,848			333,220	728,291	145,072	240,517	3,173,672
				226,857	14,118		615,677	1,231,352
				70,080				121,878
	146,848			1,693,641	1,030,393	290,525	1,054,005	10,483,372
130,360				2,651,677	605,553	537,798	82,038	7,240,878
572,472				245,989	97,310	25,050	195,998	1,439,244
124,927				57,597	219,344	45,969		1,209,186
				305,899	426,566	604,225	325,571	1,735,637
827,759				3,261,162	1,348,773	1,213,042	603,607	11,624,945
1,552,509	1,227,642	1,089,558	1,072,082	224,337				6,627,356
30,819	28,784	41,886	112,357	14,695				289,703
64,365	101,409	27,755	8,052	1,667				355,289
197,805	68,815	49,489	58,930	15,026				394,017
1,845,498	1,426,650	1,208,688	1,251,421	255,725				7,666,365
				902,469	218,815	488,712	625,739	3,875,480
				332,528		86,938	502,793	1,402,954
				265,104	28,489	49,997		499,185
				230,622	217,599	167,772	25,016	704,924
				1,730,723	464,903	793,419	1,153,548	6,482,543
2,673,257	1,573,498	1,208,688	1,251,421	6,941,251	2,844,069	2,296,986	2,811,160	36,257,225

Railways and leased to other Companies by months for the Crop year ending 31, 1913.

January.	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
34,975								172,592
77,234				36				136,705
112,209				36				309,297



4 GEORGE V., A. 1914

(CLASS 5)—RECEIPTS of the different kinds of Grain at the Elevators owned ending August

Location.	Capacity.	Grain.	September.	October.	November.	December.
	Bush.		Bush.	Bush..	Bush.	Bush.
Tiffin.....	900,000	Wheat...		263,609	1,107,742	136,946
		Oats.....			375,468	364,652
		Barley...			82,606	
		Flax.....				
Total.....				263,609	1,565,816	501,598
Goderich.....	1,000,000	Wheat...	320,673	883,636	843,532	411,314
		Oats.....	196,333	66,356	785,355	67,757
		Barley..	39,618	79,083	104,758	
		Flax.....	28,917		120,017	136,098
Total.....			585,541	1,029,075	1,853,662	615,169
Goderich.....	710,000	Wheat...		355,518	649,739	194,254
		Oats.....				46,937
		Barley...				
		Flax.....				
Total.....				355,518	649,739	241,191
Midland.....	1,000,000	Wheat...			107,745	53,646
		Oats.....				178,717
		Barley...				
		Flax.....				
Total.....					107,745	232,363
Kingston.....	230,000	Wheat...	88,617	30,705	133,702	
		Oats.....	65,511	32,381	455,107	91,631
		Barley..	299	27,251	49,508	
		Flax.....			16,960	6
Total.....			154,427	90,337	655,277	91,637
Meaford.....	700,000	Wheat...		105,000	341,603	113,966
		Oats.....			207,278	
		Barley...				
		Flax.....				
Total.....				105,000	548,881	113,966
Point Edward.....	500,000	Wheat....	60,004	182,553	603,167	247,273
		Oats.....				
		Barley...		9,522		221,650
		Flax.....				
Total.....			60,004	192,075	603,167	468,923
Total (5).....			799,972	2,035,614	5,984,287	2,264,847



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and operated by Companies that deal in Grain by months for the Crop year 31, 1913.

January.	February	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
99,882				347,440	60,000			2,015,619
				634,026	331,995	325,630		2,031,771
					163,830			246,436
						100,903	449,576	550,479
99,882				981,466	555,825	426,533	449,576	4,844,305
			29,677	835,773	244,624	452,840	411,628	4,433,697
	129,402			604,012	372,352	789,389	668,946	3,679,902
				35,891				259,350
				96,538	109,749	98,558	100,927	690,804
	129,402		29,677	1,572,214	726,725	1,340,787	1,181,501	9,063,753
119,594				416,035	180,926	155,817	15,088	2,086,971
							312,522	359,459
				142,620				142,620
119,594				558,655	180,926	155,817	327,610	2,589,050
				33,757		54,942	24,976	275,066
				35,335				214,052
				447,531				447,531
				191,398		61,760		253,158
				708,021		116,702	24,976	1,189,807
3,883	651	2,148	2,989	87,388	71,727	400	4,000	426,220
62,404	1,771	2,517	5,668	170,626	7,372	139,092	121,976	1,156,056
			1,143	73,895			10,309	162,405
				28,525				45,491
66,287	2,432	4,665	9,800	360,434	79,099	139,492	136,285	1,790,172
				432,724				993,293
								207,278
				39,137				39,137
				471,861				1,239,708
231,468	143,977	54,839		230,192	9,292	32,950		1,795,715
86,000	53,645	70,747			192,883			403,275
	12,700			67,480				311,352
					13,187			13,187
317,468	210,322	125,586		297,672	215,362	32,950		2,523,529
603,231	342,156	130,251	39,477	4,950,323	1,757,937	2,212,281	2,119,948	23,240,324



4 GEORGE V., A. 1914

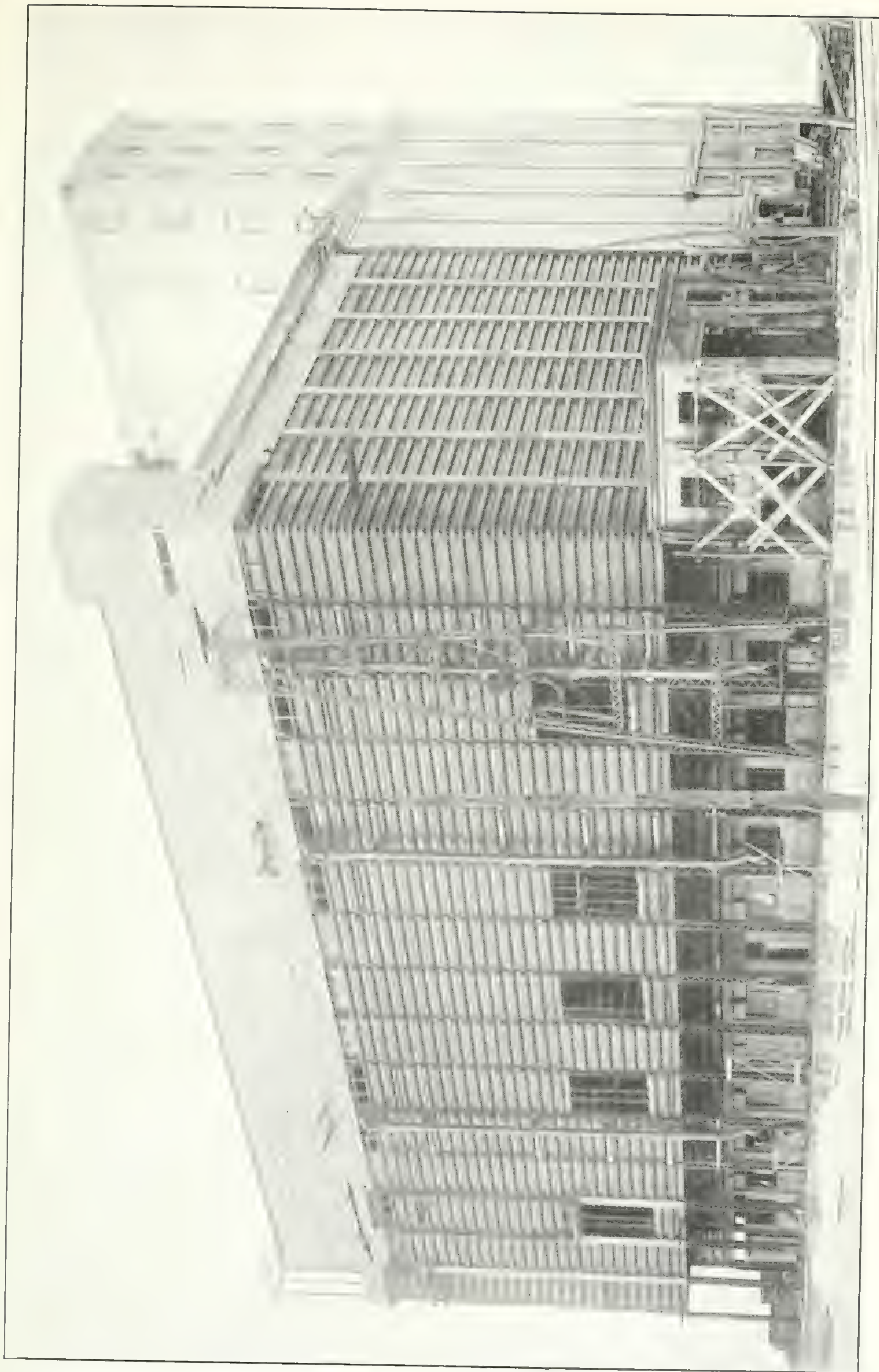
(CLASS 6)—RECEIPTS of the different kinds of Grain at the Elevators owned  
Crop year ending

Location.	Capacity.	Grain.	September	October.	November.	December.
	Bush.		Bush.	Bush.	Bush.	Bush.
Kingston (M. W. Co.).....	750,000	Wheat....	826,633	1,483,906	818,021	
		Oats.....	417,148	172,473	1,137,036	
		Barley....	83,998	82,988	85,185	
		Flax....	27,500	12,000	121,000	
Total.....			1,355,279	1,751,367	2,161,242	
Prescott	1,000,000	Wheat...			1,092	
		Oats.....				
		Barley..				
		Flax.....				
Total.....					1,092	
Montreal (W. H. Co.).....	1,000,000	Wheat....	528,166	813,974	2,498,581	60,404
		Oats.....	141,456	71,487	146,514	263,466
		Barley....	95,994	83,646	292,142	7,508
		Flax.....	53,299	67,266	173,854	16,954
Total.....			819,915	1,036,373	3,111,091	348,332
Total (5).....	2,750,000		2,175,194	2,787,740	5,273,425	348,332

RECAPITU-

	Capacity.	Grain.	September.	October.	November.	December.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Class 1.....	1,700,000		775,964	2,377,558	2,361,058	880,686
Class 2.....	3,500,000		1,904,696	2,185,662	3,544,050	353,159
Class 3.....	8,750,000		745,600	2,387,280	7,180,418	4,343,597
Class 4.....	140,000					197,052
Class 5.....	5,040,000		799,972	2,035,614	5,984,287	2,264,847
Class 6.....	2,750,000		2,175,194	2,787,740	5,273,425	348,332
Total.....	21,880,000		6,401,426	11,773,854	24,343,238	8,387,673



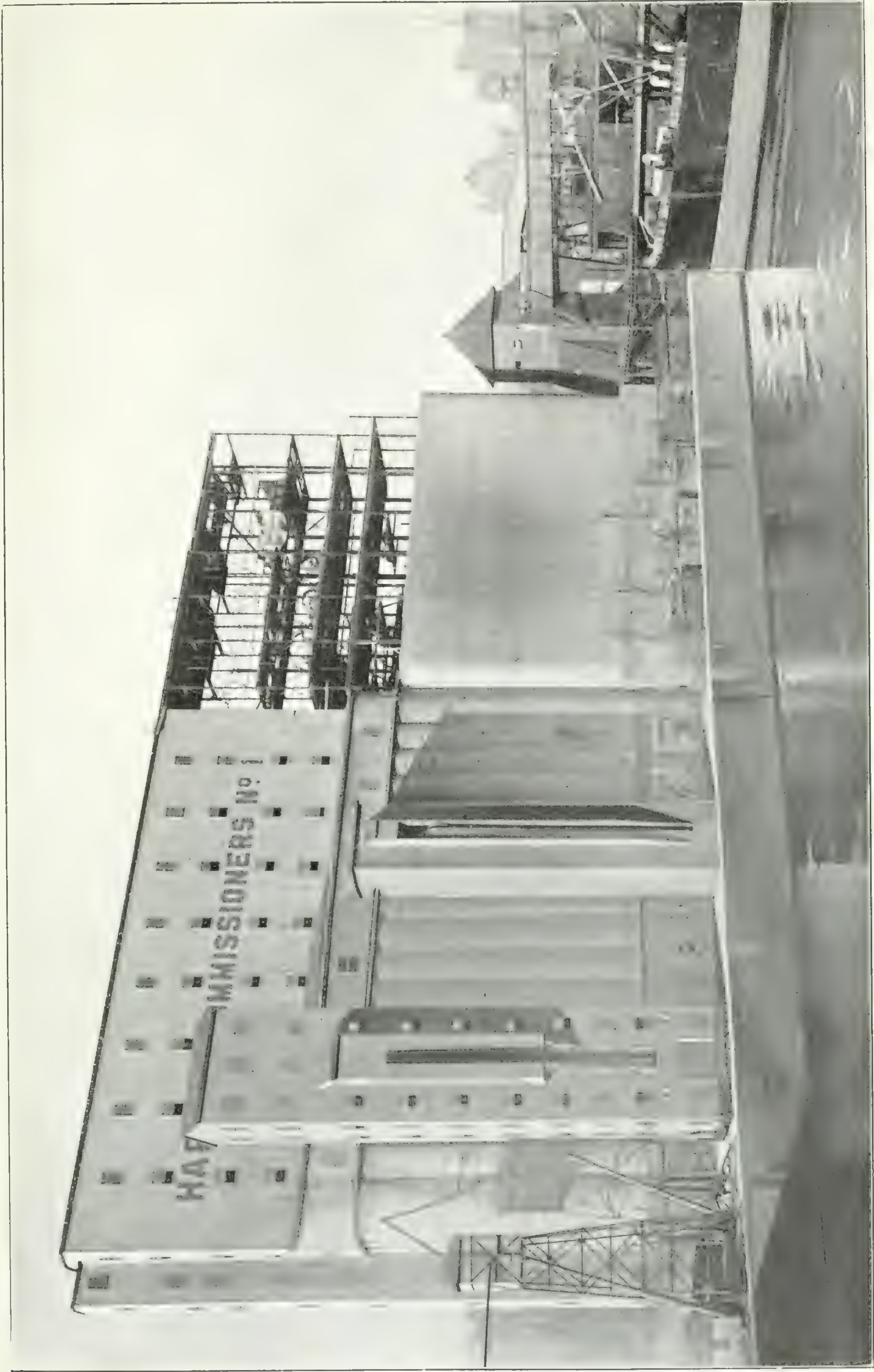


Port Colborne Elevator, Port Colborne, Ont. (Showing addition at present under construction.)







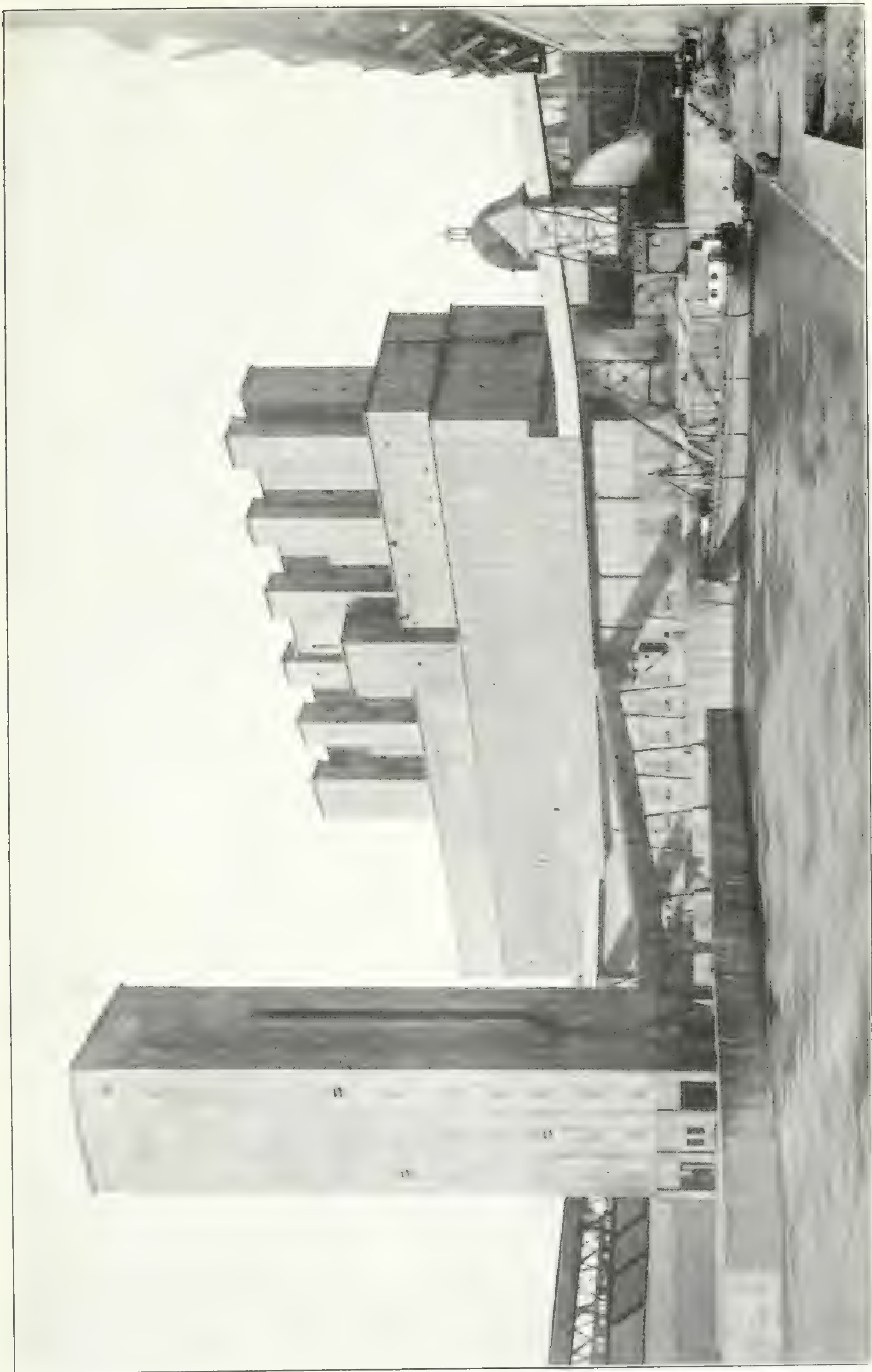


Montreal Harbour Commissioners Elevator No. 1, Montreal, Que.







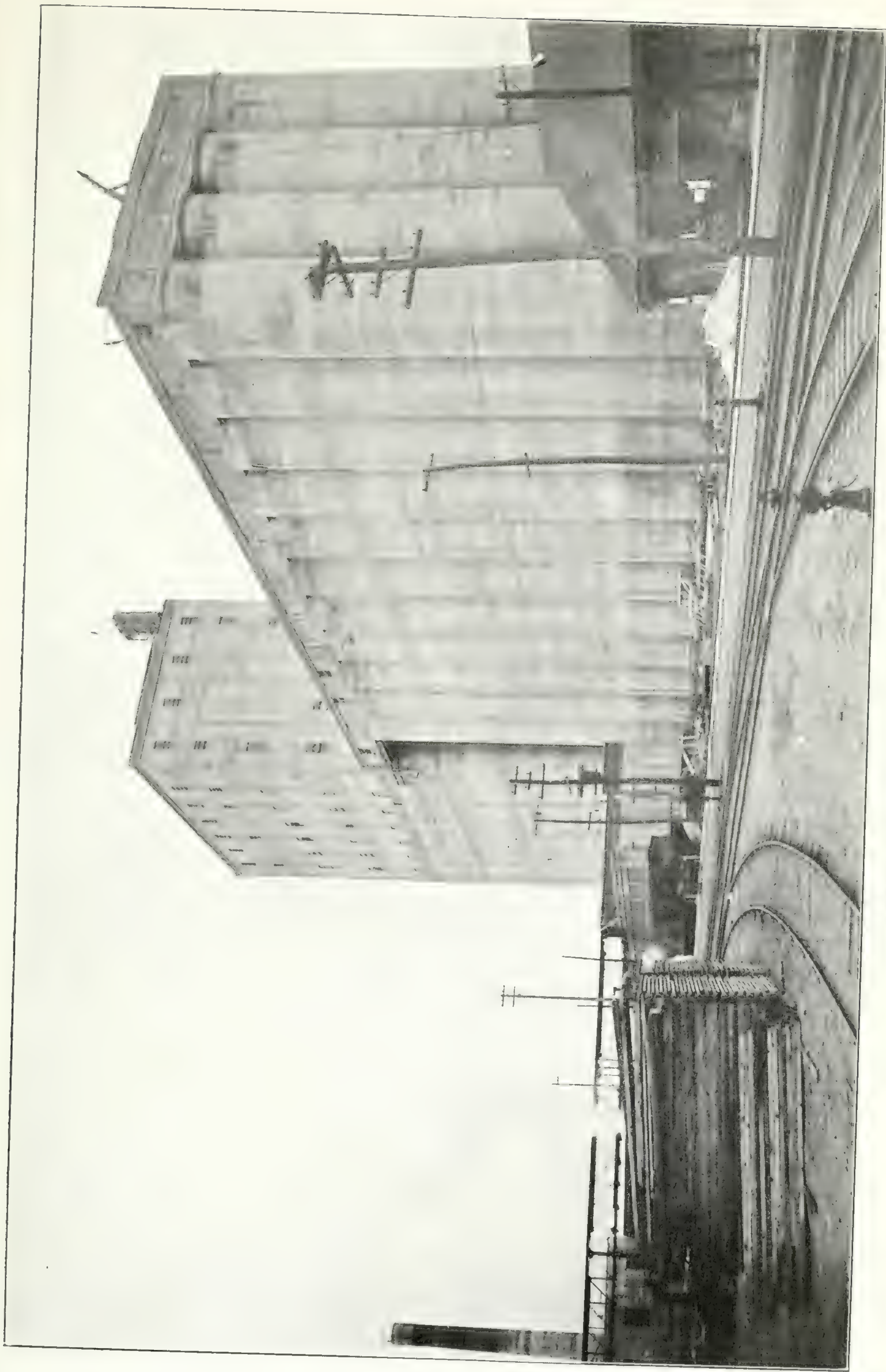


Montreal Harbour Commissioners Elevator, No. 2, Montreal, Que.









Harbour Commissioners Elevator, Quebec, Que.







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and operated by Companies that do not deal in Grain, by months for the August 31, 1913.

January.	February	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
				902,825	618,589	471,513	359,926	5,511,404
				478,337	397,177	375,943	248,488	3,226,602
				377,481	218,782		156,379	1,004,813
				457,584	147,000	506,814	658,119	1,930,017
				2,216,227	1,411,539	1,354,270	1,422,912	11,672,836
				88,901	60,305	3,914	5,460	159,672
	2,001			170,132	133,629			305,762
				17,997			33,360	51,357
					27,960		53,424	81,384
	2,001			277,030	221,894	3,914	92,244	598,175
10,587	64,238	22,391	1,944	2,842,379	2,398,150	1,432,401	1,206,383	11,780,438
				370,423	369,581	317,136	111,134	1,890,348
				733,368	764,699	274,240	64,615	2,317,203
10,078	7,821	18,195	12,495	447,713	594,337	546,638	1,061,108	3,009,717
20,615	72,059	40,586	14,439	4,393,883	4,126,758	2,570,415	2,443,240	18,997,706
20,615	74,060	40,586	14,439	6,887,140	5,760,191	3,928,599	3,958,396	31,268,717

LATION.

January.	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
749,546	387,432	66,543	24,814	4,249,585	2,252,831	2,361,005	3,250,946	19,737,968
148,337	208,687	101,389	164,330	5,929,724	4,904,262	4,361,115	4,441,236	28,246,647
2,673,257	1,573,498	1,208,688	1,251,421	6,941,251	2,844,069	2,296,986	2,811,160	36,257,225
112,209				36				309,297
603,231	342,156	130,251	39,477	4,950,323	1,757,937	2,212,281	2,119,948	23,240,324
20,615	74,060	40,586	14,439	6,887,140	5,760,191	3,928,599	3,958,396	31,268,717
4,307,195	2,585,833	1,547,457	1,494,481	28,958,059	17,519,290	15,159,986	16,581,686	139,060,178



4 GEORGE V., A. 1914

(CLASS 1)—SHIPMENTS of Grain from Elevators owned and operated by the Gov  
Department of Rail

Location.	Lake or Rail.	September	October.	November.	December.	January.
		Bush.	Bush.	Bush.	Bush.	Bush.
Port Colborne.....	Lake..... Rail.....	728,167 77,704	1,852,000 64,261	1,997,246 247,236	82,440 154,784	..... 285,052
Total.....		805,871	1,916,261	2,244,482	237,224	285,052
Halifax.....	Lake..... Rail.....	..... .....	..... .....	..... .....	..... .....	..... .....
Totals.....		.....	.....	.....	.....	.....
St. John.....	Lake..... Rail.....	39,895 .....	..... .....	39,997 .....	265,052 .....	645,930 .....
Total.....		39,895	.....	39,997	265,052	645,930
Totals.....	Lake..... Rail.....	768,062 77,704	1,852,000 64,261	2,037,243 247,236	347,492 154,784	645,930 285,052
Grand Totals.....		845,766	1,916,261	2,284,479	502,276	930,982

(CLASS 2)—SHIPMENTS of Grain from Elevators owned and operated by the  
August 31,

	Lake or Rail.	September	October.	November.	December.	January.
		Bush.	Bush.	Bush.	Bush.	Bush.
Montreal 1.....	Lake..... Rail....	1,848,044 39,093	1,460,521 3,788	2,462,296 185,359	40,400 10,110	..... .....
Total.....		1,887,137	1,464,309	2,647,655	50,150	..
Montreal (2).....	Kake..... Rail.....	24,372 142,736	..... 298,540	198,045 398,272	..... 376,345	..... 139,248
Total.....		167,108	298,540	596,317	376,345	139,248
Totals.....	Lake..... Rail.....	1,872,416 181,829	1,460,521 302,328	2,660,341 583,631	40,400 385,455	..... 139,248
		2,054,245	1,762,849	3,243,972	426,855	139,248



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ernment by months for the Crop year ending August 31, 1913. (a) Through the ways and Canals.)

February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
129,623	274,096	40,482	3,156,713 107,517	2,307,505 103,361	2,145,586 144,297	2,870,687 86,078	15,140,344 1,714,491
129,623	274,096	40,482	3,264,230	2,410,866	2,289,883	2,956,765	16,854,835
				32,000	97,394	110,812	240,206
				32,000	97,394	110,812	240,206
527,948	212,494	76,458	69,606 23,466	145,552	77,788	154,967	2,255,687 23,466
527,948	212,494	76,458	93,072	145,552	77,788	154,967	2,279,053
527,948	212,494	76,458	3,226,319	2,485,057	2,320,768	3,136,466	17,636,237
129,623	274,096	40,482	130,983	103,361	144,297	86,078	1,737,957
657,571	486,590	116,940	3,357,302	2,588,418	2,465,055	3,222,544	19,374,194

Board of Harbour Commissioners by months for the Crop year ending 1913.

February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
	2,000	17,791	1,944,583 9,415	1,693,934 1,965	1,728,940 1,200	1,801,263 1,181	12,979,981 271,902
	2,000	17,791	1,953,998	1,695,899	1,730,140	1,802,444	13,251,883
65,491	90,894	162,091	2,348,914 294,574	2,237,184 329,318	2,211,945 369,770	1,265,934 591,942	9,186,394 3,259,221
65,491	90,894	162,091	2,643,488	2,566,502	2,581,715	2,757,876	12,445,615
65,491	92,894	179,882	4,293,497 303,989	3,931,118 331,283	3,940,885 370,970	3,967,197 593,123	22,166,375 3,531,123
65,491	92,894	179,882	4,597,486	4,262,401	4,311,855	4,560,320	25,697,498



4 GEORGE V., A. 1914

(CLASS 3)—SHIPMENTS of Grain from Elevators owned and operated by

Location.	Lake or Rail.	September.	October..	November.	December.	January.
		Bush.	Bush.	Bush.	Bush.	Bush.
Port McNicol	Lake Rail. . .	635,757	548,057	955,922	1,793,605	1,218,280
Total		635,757	548,057	955,922	1,793,605	1,218,280
Tiffin.....	Lake. Rail....	473,969	641,200	1,526,955	1,218,048	966,660
Total.....		473,969	641,200	1,526,955	1,218,048	966,660
West St. John.....	Lake..... Rail.....			120,000	1,162,133 3,673	1,845,230 6,960
Total				120,000	1,165,806	1,852,190
Depot Harbour	Lake..... Rail. . .	52,911	491,286	1,151,471	93,185 307,010	33,241
Total.....		52,911	491,286	1,151,471	400,195	33,241
Total (3).....		1,162,637	1,680,543	3,754,348	4,577,654	4,070,371

(CLASS 4)—SHIPMENTS of Grain from Elevators owned by Railways and leased

Location.	Lake or Rail.	September.	October.	November.	December.	January.
					Bush.	Bush.
Collingwood	Lake..... Rail...				151,481	58,167
Total.....					151,481	58,167



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Railway Companies by months for the Crop year ending August 31, 1913.

February.	March.	April.	May.	June.	July.	August.	Total.
Bush	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
551,145	204,021	252,868	1,197,497	672,087	971,384	515,743	9,616,366
551,145	204,021	252,868	1,197,497	672,087	971,384	515,743	9,616,366
241,374	213,780	77,118	1,782,318	1,381,326	1,048,114	1,317,133	10,887,995
241,374	213,780	77,118	1,782,318	1,311,326	1,048,114	1,317,133	10,887,995
1,286,036 1,771	1,365,507 4,128	1,366,772 1,813	445,534 32,899	3,853	3,905	11,272	7,591,212 70,274
1,287,807	1,369,635	1,368,585	478,433	3,853	3,905	11,272	7,661,486
27,675	14,250	10,000	1,059,415	979,091	855,398	663,340	93,185 5,645,088
27,675	14,250	10,000	1,059,415	878,091	855,398	663,340	5,738,273
2,108,001	1,801,686	1,708,571	4,517,663	3,036,357	2,878,801	2,507,488	33,904,12

to other Companies by months for the Crop year ending August 31, 1913.

February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.				Total.
7,700	8,500	66,203	17,292				309,343
7,700	8,500	66,203	17,292				309,343



(CLASS 5)—SHIPMENTS of Grain from Elevators that are owned and operated by

Location.	Lake or Rail.	September	October.	November.	December.	January.
		Bush.	Bush.	Bush.	Bush.	Bush.
Tiffin.....	Lake..... Rail.....	2,700	95,260	1,093,628	440,815	278,667
Total.....		2,700	95,260	1,093,628	440,815	278,667
Goderich Transit.....	Lake..... Rail.....	660,888	669,401	1,508,451	495,822	163,908
Total.....		660,888	669,401	1,508,451	495,822	163,908
Goderich W.C.F.M.....	Lake..... Rail.....		188,333	220,037	158,100	248,503
Total.....			188,333	220,037	158,100	248,503
Midland.....	Lake..... Rail.....				125,692	140,599
Total.....					125,692	140,599
Kingston.....	Lake..... Rail.....	47,965 137,725	72,345 30,927	310,675 182,730	4,700 116,663	70,204
Total.....		185,690	103,272	493,405	121,363	70,204
Manford.....	Lake..... Rail.....	7,433	6,000	256,778	285,089	75,239
Total.....		7,433	6,000	256,778	285,089	75,239
Pt. Edward.....	Lake..... Rail.....	70,084	91,192	318,264	453,597	324,958
Total.....		70,084	91,192	318,264	453,597	324,958
Total.....		926,795	1,153,458	3,890,563	2,080,478	1,302,078



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Companies that deal in Grain by months for the Crop year August 31, 1914.

February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
71,871	105,236	198,330	456,984	574,017	505,412	1,317,133	5,140,053
71,871	105,236	198,330	456,984	574,017	505,412	1,317,133	5,140,053
178,444	209,431	282,958	1,129,822	728,629	1,029,592	1,392,487	8,449,833
178,444	209,431	282,958	1,129,822	728,629	1,029,592	1,392,487	8,449,833
241,039	168,465	143,949	247,663	384,960	107,053	114,233	2,222,335
241,039	168,465	143,949	247,663	384,960	107,053	114,233	2,222,335
38,118	.....	.....	288,379	387,429	9,977	144,935	1,135,129
38,118	.....	.....	288,379	387,429	9,977	144,935	1,135,129
..... 33,624	..... 21,787	..... 58,640	221,127 81,123	49,566 27,982	95,633 61,494	59,600 66,008	860,611 888,907
33,624	21,787	58,640	302,250	76,548	157,127	125,608	1,749,518
44,666	48,666	18,333	435,428	.....	.....	.....	1,177,632
44,666	48,666	18,333	435,428	.....	.....	.....	1,177,632
312,592	191,660	120,715	277,401	86,256	20,233	.....	2,266,952
312,592	191,660	120,715	277,401	86,256	20,233	.....	2,266,952
920,354	745,245	822,925	3,137,927	2,237,839	1,829,394	3,094,396	22,141,452



4 GEORGE V., A. 1914

(CLASS 6)—SHIPMENTS of Grain from Elevators owned and operated by  
August

Location.	Lake or Rail.	September.	October.	November.	December.	January.
		Bush.	Bush.	Bush.	Bush.	Bush.
Kingsston	Lake Rail	1,338,995	1,456,834	2,476,732	5,848	
Total.....		1,338,995	1,456,834	2,476,732	5,848	
Prescott.....	Lake Rail			1,092		
Total.....				1,092		
Montreal W. Co.).....	Lake..... Rail.....	1,068,291 34,510	840,050	2,805,942 41,387	124,566 148,142	187,107
Total.....		1,102,801	840,155	2,847,329	272,708	187,107
Total.....		2,441,796	2,296,989	5,325,153	278,556	187,107

RECAPITULATION.

		Bush.	Bush.	Bush.	Bush.	Bush.
Class 1.....	Lake Rail	768,062 77,704	1,852,000 64,261	2,037,243 247,236	347,492 154,784	645,930 285,052
Total.....		845,766	1,916,261	2,284,479	502,276	930,982
Class 2.....	Lake Rail	1,872,416 181,829	1,460,521 302,328	2,060,341 583,631	40,400 386,455	138,249
Total.....		2,054,245	1,762,849	3,243,972	426,855	139,248
Class 3.....	Lake Rail	1,162,637	1,680,543	120,00 3,634,348	1,255,318 3,322,336	1,845,230 2,225,141
Total.....		1,162,637	1,680,543	3,754,348	4,577,654	4,070,371
Class 4.....	Lake Rail				151,481	58,167
Total.....					151,481	58,167
Class 5.....	Lake..... Rail	47,965 878,830	72,345 1,081,113	310,675 3,579,888	4,700 2,075,778	1,302,078
Total.....		926,795	1,153,458	3,890,563	2,080,478	1,302,078
Class 6.....	Lake..... Rail	2,407,286 34,510	2,296,989	5,283,766 41,387	124,566 153,990	187,107
Total.....		2,441,796	2,296,989	5,325,153	278,556	187,107
Grand Total.....	Lake..... Rail	5,095,729 2,335,510	5,631,855 3,128,245	10,412,025 8,086,490	1,772,476 6,244,824	2,491,160 4,196,793
Total.....		7,431,239	8,810,100	18,498,515	8,017,300	6,687,953



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Companies that do not deal in Grain by months for the Crop year ending 31, 1913.

February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
.....	.....	.....	1,823,990	1,300,698	1,525,887	1,686,452	11,609,588
.....	.....	.....	.....	.....	.....	.....	5,848
.....	.....	.....	1,823,990	1,300,698	1,525,887	1,686,452	11,615,436
.....	.....	.....	.....	412,298	52,416	109,958	566,764
2,001	.....	.....	.....	20,000	9,411	.....	31,412
2,001	.....	.....	.....	432,298	61,827	100,958	598,176
.....	.....	.....	4,040,717	3,882,942	2,656,450	2,542,382	17,961,445
100,977	197,653	98,514	37,137	.....	.....	.....	845,427
100,977	197,653	98,514	4,077,854	3,882,942	2,656,450	2,542,382	18,806,872
102,978	197,653	98,514	5,901,844	5,615,938	4,244,164	4,329,792	31,020,484

RECAPITULATION.

Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
527,948	212,494	76,458	3,226,319	2,485,057	2,320,768	3,136,466	17,636,237
129,623	274,096	40,482	130,983	103,361	144,297	86,078	1,737,957
657,571	486,590	116,940	3,357,302	2,588,418	2,465,065	3,222,544	19,374,194
.....	.....	.....	4,293,497	3,931,118	3,940,885	3,967,197	22,166,375
65,491	92,894	179,882	303,989	331,283	370,970	593,123	3,531,123
65,491	92,894	179,882	4,597,486	4,262,401	4,311,855	4,560,320	25,697,498
.....	.....	.....	.....	.....	.....	.....	.....
1,286,036	1,365,507	1,366,772	445,534	.....	.....	.....	7,684,397
821,965	536,179	341,799	4,072,129	3,036,357	2,878,801	2,507,488	26,219,723
2,108,001	1,901,686	1,708,571	4,517,663	3,036,357	2,878,801	2,507,488	33,904,120
.....	.....	.....	.....	.....	.....	.....	.....
7,700	8,500	66,203	17,292	.....	.....	.....	309,343
7,700	8,500	66,203	17,292	.....	.....	.....	309,343
.....	.....	.....	221,127	48,566	95,633	59,600	860,611
920,354	745,245	822,925	2,916,800	2,189,273	1,733,761	3,034,796	21,280,841
920,354	745,245	822,925	3,137,927	2,237,839	1,829,394	3,094,396	22,141,452
.....	.....	.....	5,864,707	5,595,938	4,234,753	4,329,792	30,137,797
102,978	197,653	98,514	37,137	20,000	9,411	.....	882,687
102,978	197,653	98,514	5,901,844	5,615,938	4,244,164	4,329,792	31,020,484
1,813,984	1,578,001	1,443,230	14,051,184	12,060,679	10,592,039	11,493,055	78,485,417
2,048,111	1,854,567	1,549,805	7,478,330	5,680,274	5,137,240	6,221,485	53,961,674
3,862,095	3,432,568	2,993,035	21,529,514	17,740,953	15,729,279	17,714,540	132,447,091



No. 20.—STATEMENT showing Shipments of Grain from Fort William and Port Arthur to the undermentioned Ports during the Seasons of Navigation 1911, 1912 and 1913.

	WHEAT.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Ports—						
Owen Sound.....	1,229,738					
Midland.....			882,690		8,647,262	1,491,485
Tiffin.....	6,919,291		8,787,155			
Depot Harbour.....	716,206		2,644,658		3,634,058	60,000
Collingwood.....	230,137		172,308		380,139	
Point Edward.....	968,446		1,651,737		214,635	178,721
Meaford.....	151,519		600,731		406,962	
Goderich.....	5,450,594		5,870,658		5,666,958	330,355
Port Colborne.....	5,616,768		11,068,310		20,187,730	
Thorold.....	62,000		91,226		67,315	
Port Stanley.....	145,901		144,766		67,041	
Kingston.....	7,572,921		6,065,186		4,689,846	
Montreal.....	5,645,709		9,542,566		7,047,807	
Seaforth.....			5,000			
Prescott.....	27,124				226,982	
Silver Island.....			180			
Quebec.....						
Port McNicoll.....	1,484,811		5,690,591		8,155,855	
Sault Ste. Marie.....						
Wulkerville.....	157,370					
Total, Canadian ports...	36,378,535		53,217,862		59,392,590	2,060,561
Winter Storage—						
Canadian ports.....					1,687,930	
Canadian Boats wrecked cargoes.....					466,953	
United States ports—						
Fairport.....				2,953,586		5,263,802
Toledo.....						292,000
Buffalo, N.Y.....	1,070,469	29,343,266	107,731	35,476,576	976,939	46,179,248
Chicago.....			1,188	84,045		
Duluth.....				85,529		
Erie.....	188,000	1,768,011		3,090,021		5,837,318
Port Huron.....		1,436,788	224,910	2,490,596		
Detroit.....					111,000	2,356,867
Total, U. S. ports.....	1,258,469	32,548,065	333,829	44,185,353	1,087,939	59,929,235
Winter Storage, U.S.....						7,098,630
U. S. Boats wrecked cargoes.....						273,500
Grand total shipments....	37,637,004	32,548,065	53,551,691	44,185,353	62,635,412	69,361,926
	70,185,069		97,737,044		131,997,338	



SESSIONAL PAPER No. 10d

No. 20.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1911, 1912 and 1913, &c.—*Continued.*

	OATS.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....	1,941,758					
Midland.....			879,551		4,399,969	
Tiffin.....	2,733,780		2,421,025			
Depot Harbour.....	314,615		783,647		1,624,740	
Collingwood.....			137,260		150,600	
Point Edward.....	826,954		598,865		117,884	
Meaford.....	14,689		223,805			
Goderich.....	3,441,171		3,150,558		3,143,589	
Port Colborne.....	825,144		1,139,811		2,200,455	
Thorold.....						
Port Stanley.....	22,900		56,535			
Kingston.....	2,863,286		4,156,755		1,918,763	
Montreal.....	5,932,014		4,682,230		6,982,769	
Prescott.....	20,449				304,120	
Hamilton.....	110,799					
Quebec.....	377,463		256,991		178,973	
Port McNeil.....	860,958		2,830,276		3,075,335	
Sault Ste. Marie.....						
Walkerville.....						
Total, Canadian ports....	20,286,880		21,317,309		24,096,597	
Winter Storage Canadian ports.....					1,630,217	
U. S. ports—						
Detroit.....					29,885	598,804
Buffalo, N. Y.....		1,191,348		2,297,188	577,787	6,698,010
Chicago.....						1,742,139
Cleveland.....						569,532
Erie.....						242,172
Port Huron.....				115,891		183,196
Toledo.....						170,000
Total, U. S. ports.....		1,191,348		2,413,079	607,672	10,203,853
Winter Storage.....						4,208,304
U. S. Ports.....						
Grand total shipments.....	20,286,880	1,191,348	21,317,309	2,413,079	26,334,486	14,412,157
	21,478,228		23,730,388		40,746,643	



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No. 20.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1911, 1912 and 1913.—*Continued.*

	BARLEY.					
	Season of Navigation, 1911		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....	250,007					
Midland.....			82,621		1,468,050	
Tiffin.....	154,432		1,034,020			
Depot Harbour.....			142,601		824,209	
Collingwood.....						
Point Edward.....	70,483		81,952		168,618	67,663
Meaford.....					39,184	
Goderich.....	230,223		247,130		50,774	
Port Colborne.....			47,350		377,079	
Thorold.....						
Port Stanley.....						
Kingston.....	536,477		508,552		1,579,692	
Montreal.....	70,299		330,336		1,229,754	
Prescott.....					18,000	
Sault Ste. Marie.....						
Walkerville.....						
Port McNicoll.....			403,513		690,404	
Total, Canadian ports.....	1,311,921		2,878,105		6,445,764	67,663
Winter Storage Canadian ports.....					106,340	
U. S. port —						
Fairport.....						126,000
Buffalo.....	195,000	732,125		1,473,771	65,000	2,932,467
Chicago.....		56,430				
Cleveland.....						
Detroit.....					13,704	
Eric.....				84,868		167,876
Port Huron.....			167,369	412,748		413,550
Total, U. S. ports.....	195,000	788,615	167,369	1,971,387	78,704	3,639,893
Winter Storage U.S. Ports.....						742,355
U. S. Boats wrecked.....						64,332
Grand total shipments.....	1,056,921	788,615	3,045,474	1,971,387	6,625,108	4,514,243
	2,295,536		5,916,861		11,139,371	



SESSIONAL PAPER No. 10d

No. 20.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation 1911, 1912 and 1913.—*Continued.*

	FLAX.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound..						
Midland.....					2,240,648	191,469
Tiffin.....			17,336			
Depot Harbour.....			62,540		468,536	174,758
Collingwood.....						
Point Edward.....	60,128		61,429		13,200	
Meaford.....						
Goderich.....	224,765		467,811		773,695	
Port Colborne.....					1,098,940	
Thorold.....						
Port Stanley.....						
Kingston.....	74,934		243,502		1,963,745	
Montreal.....	146,550		384,346		1,682,533	
Prescott.....					28,000	
Sault Ste. Marie.....						
Walkerville.....						
Port McNicoll.....			132,285		163,895	
Total, Canadian ports..	506,377		1,369,249		8,433,182	366,227
Winter Storage Canadian Ports ..					101,448	
U. S. ports—						
Fairport.....				213,854		
Ogdensburg.....		282				
Buffalo.....	92,000	620,837	103,086	5,168,676	50,289	6,832,538
Chicago.....			78,007	126,172		370,253
Cleveland.....						112,003
Duluth.....			14,827	418,877		
Erie.....				611,868		515,936
Port Huron.....				62,488		
Toledo.....				156,517		327,959
Total, U. S. (Ports.....	92,000	620,837	195,920	6,758,452	50,289	8,158,689
Winter Storage, U. S. Ports ..						2,063,442
U. S. Ports wrecked cargoes ..						142,366
Grand total shipments.....	598,377	620,837	1,565,169	6,758,452	8,584,919	10,730,724
	1,219,214	282		8,323,621		19,315,643



No. 20.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation 1911, 1912 and 1913.—Continued.

	RYE.			SCREENINGS.			
	Season of Navigation 1911.	Season of Navigation 1912.	Season of Navigation 1913.	Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports.—							
Owen Sound.....							
Midland.....							
Tiffin.....							
Depot Harbour.....						750	
Collingwood.....						13,534	
Point Edward.....							
Meaford.....							
Goderich.....			1,924			45,340	
Port Colborne.....						86,702	
Thorold.....							
Port Stanley.....							
Kingston.....	3,964					44,273	
Montreal.....			609			18,842	
Prescott.....							
Sault Ste. Marie.....							
Walkerville.....							
Port McNicoll.....		5,129	500				
Total Canadian ports....	3,964	5,129	3,033			209,441	
U. S. ports—							
Ogdensburg.....							
Buffalo.....					937		190,636
Chicago.....				61,400	199,275	92,958	525,898
Cleveland.....							
Duluth.....				56,103	415,188	70,713	410,808
Erie.....							
Superior.....							436,683
Total, U. S. ports.....				117,503	615,400	163,671	1,564,025
Grand total shipments.....	3,964	5,129	3,033	117,503	615,400	373,112	1,564,025
	3,964	5,129	3,033	732,903		1,937,137	



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No. 20.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation 1913.—*Continued.*

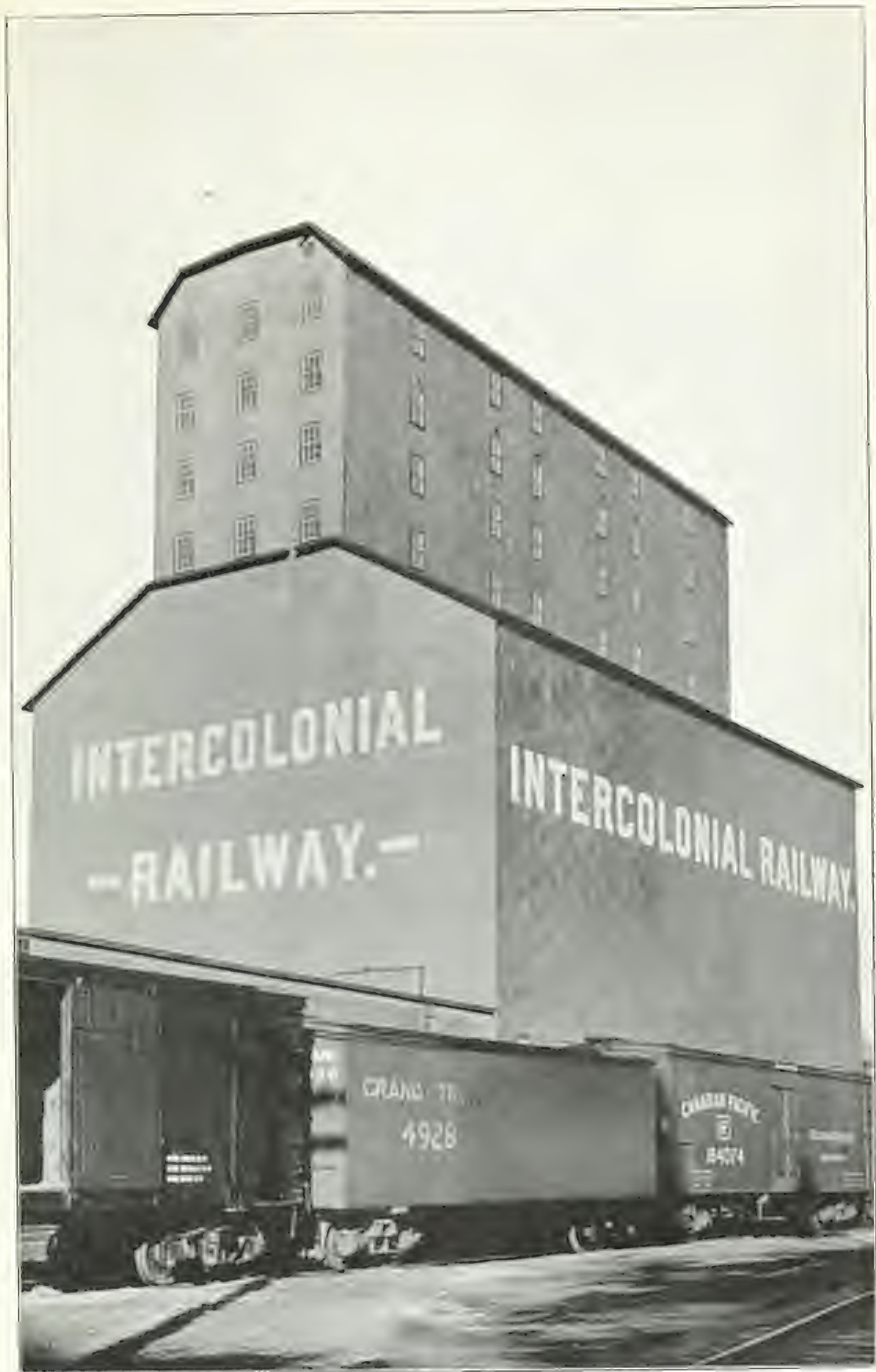
	Mixed Grain, Season of Navigation 1913.	
	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.
Canadian ports—		
Owen Sound.....		
Midland.....	34,208	
Tiffin.....		
Depot Harbour.....		
Collingwood.....		
Point Edward.....		
Meaford.....		
Goderich.....	13,508	
Port Colborne.....		
Thorold.....		
Port Stanley.....		
Kingston.....		
Montreal.....	20,386	
Prescott.....		
Sault Ste. Marie.....		
Walkerville.....		
Port McNicoll.....	58,056	
Total, Canadian ports.....	126,158	
U. S. ports—		
Ogdensburg.....		
Buffalo.....		
Chicago.....		
Cleveland.....		
Duluth.....		
Erie.....		
Port Huron.....		
Total U. S. ports.....		
Grand total shipments.....	126,158	



No. 20.—SHIPMENTS OF GRAIN FROM FORT WILLIAM AND PORT ARTHUR FOR SEASONS OF NAVIGATION 1909, 1910, 1911, 1912 AND 1913.—  
*Concluded.*

TOTAL GRAIN.										
	Season of Navigation, 1909.		Season of Navigation, 1910.		Season of Navigation 1911.		Season of Navigation 1912.		Season of Navigation 1913.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
Canadian ports—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Owen Sound.....	3,723,720		4,202,177		3,421,503				16,790,137	1,682,954
Midland.....	1,465,059		364,681				1,844,862			
Tiffin.....	12,666,780		9,609,936		9,807,503		12,259,536			
Depot Harbour.....	3,698,850		1,579,537		1,030,821		3,633,446		6,552,293	234,758
Collingwood.....	568,922		718,780		230,137		309,568		543,673	
Point Edward.....	2,990,197		2,610,701		1,927,011		2,395,083		514,337	246,384
Meaford.....	1,008,339		679,161		166,208		824,536		446,146	
Goderich.....	8,055,564		6,804,874		9,346,753		9,736,157		9,695,786	330,355
Port Colborne.....	2,073,251		3,020,256		6,441,912		12,255,471		23,950,906	
Thorold.....	204,175		289,107		62,000		91,226		67,315	
Port Stanley.....	121,000		175,305		168,801		201,301		67,041	
Kingston.....	8,708,568		12,156,343		11,051,582		10,973,995		10,196,319	
Montreal.....	9,151,674		11,137,225		11,794,572		14,938,508		16,982,700	
Seaforth.....							5,000			
Prescott.....	2,078		108,322		47,573				577,102	
Silver Island.....							180			
Hamilton.....			50,896		110,699					
Quebec.....			87,191		377,463		256,991		178,973	
Port McNicoll.....			1,297,927		2,345,769		9,061,794		12,144,037	
Sault Ste. Marie.....										
Walkerville.....	378,621		314,812		157,370					
Total, Canadian ports..	54,816,798		55,207,231		58,487,677		78,787,654		98,706,765	2,494,451





Intercolonial Railway Elevator, St. John, N.B.









Intercolonial Railway Elevator, Halifax, N.S.











No. 21.—STATEMENT showing Shipments of Grain from Duluth to the under-mentioned Ports during the Seasons of Navigation 1911, 1912 and 1913.

	WHEAT.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Ports—						
Kingston.....			403,569		335,000	
Goderich.....	100,000		43,000		77,628	
Midland.....			137,881		25,000	
Depot Harbour.....			581,756		86,080	
Tiffin.....	125,422		979,088		563,000	
Port Colborne.....			116,948		109,000	
Montreal.....			1,734,643		1,960,277	
Port McNicoll.....	36,100		375,000			
Total, Canadian ports.....	261,522		4,371,885		3,155,985	
Buffalo.....	1,809,498		6,540,518		3,299,404	
Erie.....			999,236		682,433	
Chicago.....						
Port Huron.....			15,487			
Total, U.S. ports.....	1,809,498		7,555,241		3,981,837	
	2,071,020		11,927,126		7,137,822	

No. 21.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1911, 1912 and 1913, &c.—Continued.

	OATS.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....			273,006			
Goderich.....			841,830		212,273	
Midland.....			30,000			
Depor Harbour.....						
Tiffin.....	329,411		357,008			
Port Colborne.....			95,896		151,812	
Montreal.....			319,449		393,039	
Total, Canadian ports.....	329,411		1,917,189		757,124	
Buffalo.....			1,882,664		286,613	
Erie.....			250,000		170,297	
Chicago.....						
Total, U.S. Ports.....			2,132,664		456,910	
	329,411		4,049,853		1,214,034	



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No. 21.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1911, 1912 and 1913.—Continued.

	BARLEY.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....			31,676			
Goderich.....						
Midland.....						
Depot Harbour.....					84,818	
Tiffin.....			57,000		57,703	
Port Colborne.....						
Montreal.....			14,714		470,307	
Total, Canadian ports.....			103,390		612,828	
Buffalo.....			385,165		274,302	
Erie.....						
Chicago.....						
Total, U.S. ports.....			385,165		274,302	
Grand Total.....			488,555		887,130	

No. 21.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1911, 1912 and 1913.—Continued.

	FLAX.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....						126,927
Goderich.....						
Midland.....						230,000
Depot Harbour.....						
Tiffin.....						266,980
Port Colborne.....						488,679
Montreal.....						774,536
Total, Canadian ports.....						1,887,122
Buffalo.....	41,884		164,900			1,651,399
Erie.....						
Chicago.....						60,928
Total, U.S. ports.....	41,884		164,900			1,712,327
Grand Total.....	41,884		164,900			3,599,449



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No. 21.—SHIPMENTS of Grain from Duluth for [Seasons of Navigation 1911, 1912 and 1913.—*Concluded.*

	TOTAL GRAIN.					
	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....			708,251		461,927	
Goderich.....	100,000		884,830		289,901	
Midland.....			167,881		255,000	
Depot Harbour.....			581,756		170,898	
Tiffin.....	454,833		1,393,096		887,683	
Port Colborne.....			212,844		749,491	
Montreal.....			2,068,806		3,598,159	
Port McNicoll.....	36,100		375,000			
Total Canadian ports	590,933		6,392,464		6,413,059	
American ports—						
Buffalo.....	1,851,382		8,973,247		5,511,718	
Erie.....			1,249,236		852,730	
Chicago.....					60,928	
Port Huron.....			15,487			
Total U.S. ports.....	1,851,382		10,237,970		6,425,376	
Grand Total.....	2,442,315		16,630,434		12,838,435	



No. 22.—COMPARATIVE Statement showing shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur for the Crop Years ending August 31, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912 and 1913 (Crops of 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911 and 1912)

	CROP YEAR 1899-1900.			CROP YEAR 1900 01.			CROP YEAR 1901-02.		
	Vessels.		Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—									
*Extra No. 1 Hard.....	4,754			4,754					
No. 1 Hard.....	12,246,474	1,500,554		13,747,028	1,137,392	57,240	1,194,632	5,168,691	5,283,121
†No. 2 “.....	1,795,764	336,986		2,132,750	905,581	199,024	1,104,605	31,679	31,679
†No. 3 “.....	660,332	182,819		843,151	2,043,985	153,612	2,197,597	34,049	34,049
No. 1 Northern.....	521,783	65,767		587,550	62,302	8,364	70,666	10,699,527	10,988,708
No. 2 “.....	34,984	5,176		40,160	2,359		2,359	9,488,246	9,798,598
No. 3 “.....	7,444	1,323		8,767	37,680		37,680	395,327	448,690
Sundry grades.....	815,047	170,622		985,669	1,601,923	259,049	1,860,972	1,362,685	1,563,883
Oats.....	16,086,582	2,263,247		18,349,829	5,791,222	677,289	6,468,511	27,180,204	28,148,728
Barley.....								596,844	1,135,733
Flax.....								16,152	52,185
Total grain.....	16,086,582	2,263,247		18,349,829	5,791,222	677,289	6,468,511	27,793,200	29,347,372

†By 1 Edward VII, Chapter 24, Sec. 1, these grades were cancelled from May 12, 1901.  
\*By 6 Edward VII, Chapter 18, Sec. 3, this grade was cancelled from July 13, 1906.



No. 22.—COMPARATIVE Statement showing shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, &c.—Continued.

	CROP YEAR, 1902-03.			CROP YEAR, 1903-04.			CROP YEAR, 1904-05.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Wheat—									
Extra No. 1 Hard.....									
No. 1 Hard.....	16,529,726	798,183	17,327,909	510,018	25,976	535,994	147,472	11,375	158,847
No. 1 Northern.....	10,392,171	995,968	11,388,139	5,687,006	122,496	5,809,502	3,232,676	171,529	3,404,205
No. 2 “.....	4,558,469	508,349	5,066,818	8,453,309	335,459	8,788,768	8,046,964	224,880	8,271,844
No. 3 “.....	4,822,594	628,411	5,451,005	8,968,776	793,711	9,762,487	7,054,616	320,526	7,375,172
Sunny grades.....	2,123,896	129,769	2,253,665	4,933,516	1,553,884	6,487,400	9,253,113	1,205,926	10,459,039
Oats.....	38,426,856	3,060,680	41,487,536	28,552,625	2,831,526	31,384,151	27,734,871	1,934,236	29,669,107
Barley.....	1,311,613	307,874	1,619,487	104,978	181,468	286,446	327,122	440,811	767,933
Flax.....	251,769	70,608	322,377	46,666	20,805	67,471	122,687	142,315	265,002
Rye.....	45,985	69,461	115,446	193,398	88,615	282,013	259,965	11,331	271,296
Total grain.....	40,036,223	3,508,623	43,544,846	28,897,667	3,122,414	32,020,081	28,444,645	2,528,693	30,973,338



No. 22.—COMPARATIVE Statement showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, &c.—Continued.

	CROP YEAR, 1905-06.			CROP YEAR, 1906-07.			CROP YEAR, 1907-08.			CROP YEAR, 1908-09.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Wheat—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
No. 1 Hard.....	657,711	9,586	667,297	3,315,759	192,114	3,507,873	218,609	19,718	238,327	154,852	8,204	163,056
No. 1 Northern.....	29,114,424	2,577,087	31,691,511	22,543,706	864,602	23,408,308	6,946,021	515,591	7,461,612	10,313,401	381,429	10,694,830
No. 2 “.....	11,591,693	1,293,140	12,884,833	14,227,111	666,067	14,893,178	7,904,677	747,652	8,652,329	12,102,349	981,206	13,083,555
No. 3 “.....	2,578,264	238,246	2,816,510	2,175,988	18,938	2,194,926	6,595,049	1,074,054	7,669,103	11,961,618	1,634,241	13,595,859
Sunny grades.....	5,685,175	1,764,394	7,449,569	9,457,388	1,387,976	10,845,364	16,261,640	7,238,479	23,500,119	14,847,506	4,137,863	18,985,369
Screenings.....												
Oats.....	49,627,267	5,882,453	55,509,720	51,719,952	3,129,697	54,849,649	37,925,996	9,595,494	47,521,490	49,379,726	7,142,943	56,522,669
Barley.....	3,899,086	1,822,729	5,721,815	10,904,417	1,840,319	12,744,736	7,297,810	3,793,595	11,096,405	12,301,020	2,529,823	14,830,843
Flat.....	571,047	388,499	959,546	1,154,654	684,523	1,839,177	1,285,364	686,574	1,971,938	1,957,989	495,752	2,453,741
Rye.....	341,127	115,801	456,928	535,111	218,196	753,307	1,234,166	280,478	1,514,644	1,595,410	393,975	1,989,385
					9,010	9,010		3,036	3,036	3,015	5,661	8,676
Total grain.....	54,438,527	8,209,482	62,648,009	64,314,134	5,881,745	70,195,879	47,743,336	14,364,177	62,107,513	65,237,160	10,568,154	75,805,314







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No. 23.—COMPARATIVE Statement showing Shipments of Grain from Fort William and Port Arthur, for the Crop Years 1911, 1912 and 1913, with destination of same.

	WHEAT.						OATS.					
	1911.			1912.			1911.			1912.		
	Canadian Vessels.	U. S. Vessels.	Bush.	Canadian Vessels.	U. S. Vessels.	Bush.	Canadian Vessels.	U. S. Vessels.	Bush.	Canadian Vessels.	U. S. Vessels.	Bush.
Canadian ports—												
Owen Sound.....	1,184,103		723,611									
Midland.....	314,512		263,205									
Tiffin.....	8,100,930		8,848,238									
Victoria Harbour.....	1,311,466											
Collingwood.....	500,241		230,137									
Depot Harbour.....	891,225		1,350,139									
Point Edward.....	1,515,332		1,037,566									
Port Stanley.....	99,693		145,902									
Meaford.....	485,000		86,520									
Goderich.....	5,379,831		5,359,881									
Port Colborne.....	3,719,699		9,289,663									
Thorold.....	289,107		62,000									
Kingston.....	8,117,262		6,875,593									
Prescott.....	27,878		27,125									
Montreal.....	5,590,409		8,321,500									
Walkerville.....	340,182		50,000									
Hamilton.....	50,896											
Quebec.....												
Port McNicoll.....			2,655,370									
Seaforth.....												
Total, Canadian Ports.....	37,917,766		45,326,450				54,174,066	2,060,561	18,375,319	18,375,728		25,278,370
American ports—												
Port Huron.....	36,413	576,184			1,763,532		224,910	2,461,863				
Erie.....		251,885			3,146,301			2,922,818				
Chicago.....			1,188		84,045							115,891
Buffalo.....	1,521,186	21,362,941	396,066	36,776,585			489,000	30,994,952	103,819	2,447,453	438,641	2,026,848
Fairport.....								4,262,725				
Duluth.....					85,529							
Total, U.S. Ports.....	1,557,599	22,191,010	397,254	41,855,992			713,910	40,642,358	103,819	2,447,453	438,641	2,326,411
Grand total shipments.....	39,475,365	22,191,010	45,723,704	41,855,992			54,887,976	42,702,919	18,479,138	2,447,453	25,717,011	2,326,411
	61,666,375		87,579,696				97,590,895		19,488,429	20,823,181		28,043,422



4 GEORGE V., A. 1914

No. 23.—COMPARATIVE statement showing the Shipments of Grain by vessel from Fort William and Port Arthur, for Crop Years 1911, 1912 and 1913.—*Continued.*

	BARLEY.					
	1911.		1912.		1913.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....	99,072		175,935			
Midland.....					447,678	
Tiffin.....	89,911		299,266		1,517,957	
Collingwood.....						
Depot Harbour.....			21,000		499,581	
Point Edward.....	53,729		67,482		243,843	67,663
Meaford.....					39,184	
Goderich.....	92,167		191,241		254,444	
Port Colborne.....			23,774		252,724	
Kingston.....	391,314		494,269		1,134,503	
Port McNicoll.....			27,456		601,621	
Montreal.....	139,407		130,477		1,060,641	
Prescott.....					18,000	
Total Canadian ports..	865,600		1,430,900		6,070,176	67,663
Foreign ports—						
Port Huron.....					167,368	538,248
Erie.....						84,867
Chicago.....				56*490		
Cleveland.....						
Buffalo.....	195,000	458,291		1,392,164		1,721,679
Fairport.....						126,000
Total, American ports..	195,000	458,291	1,430,900	1,448,654	167,368	2,470,794
Total shipments.....	1,060,600	458,291	1,430,900	1,448,654	6,237,544	2,538,457
Grand total shipments	1,518,891		2,879,554		8,776,001	



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No. 23.—COMPARATIVE statement showing the Shipments of Grain by vessel from Fort William and Port Arthur, for Crop Years 1911, 1912 and 1913.—  
Continued.

	FLAX.					
	1911.		1912.		1913.	
	Canadian. Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....					61,800	
Midland.....					2,110,816	191,469
Tiffin.....						
Collingwood.....					531,076	174,758
Depot Harbour.....					13,200	
Point Edward.....	123,219		61,429			
Meaford.....						
Goderich.....	101,843		334,126		835,477	
Port Colborne.....					942,653	
Kingston.....	78,101		120,693		2,004,209	
Port McNicoll.....			26,588		186,338	
Montreal.....	176,009		335,193		1,366,709	
Prescott.....	10,444				28,000	
Total Canadian ports..	489,616		878,029		8,080,278	366,227
U. S. ports—						
Port Huron.....		22,835				62,488
Erie.....						727,805
Chicago.....		6,663	78,007	89,100		94,730
Cleveland.....	80,000					
Buffalo.....	92,000	1,882,368	104,897	2,477,172	818,473	5,500,829
Duluth.....		*2,697		418,519	14,827	358
Toledo.....				109,100		47,417
Fairport.....						213,854
Total, U. S. ports.....	172,000	1,914,563	182,904	3,093,891	833,300	6,647,481
Total Shipments.....	661,616	1,914,563	1,060,933	3,093,891	8,913,578	7,013,708
Grand total shipments.	2,576,179		4,154,824		15,927,286	

\*Screenings.







TOTAL GRAIN.									
1908.		1909.		1910.		1911.		1912.	
Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
Canadian Ports—									
Owen Sound.....	Bush. 4,163,330	Bush. 2,374,694	Bush. 5,353,548	Bush. 2,928,488	Bush. 2,163,838	Bush. 2,163,838	Bush. 1,089,532	Bush. 1,089,532	Bush. 1,682,954
Midland.....	3,445,015	754,007	1,609,593	364,681	365,571	365,571	14,642,516	14,642,516	1,682,954
Tiffin.....	1,858,886	9,536,081	13,608,585	10,177,496	11,657,611	11,657,611	310,318	310,318	234,758
Collingwood.....	464,294	922,077	553,912	500,241	230,137	230,137	6,100,020	6,100,020	246,384
Depot Harbour.....	3,974,796	1,849,227	3,742,415	1,242,690	1,990,903	1,990,903	2,246,023	2,246,023	234,758
Point Edward.....	2,229,768	1,957,507	3,008,746	2,614,718	1,888,443	1,888,443	201,301	201,301	246,384
Port Stanley.....		1,764	166,252	130,053	168,802	168,802	1,214,355	1,214,355	
Meaford.....	1,058,506	628,514	1,200,363	485,000	117,537	117,537	10,402,598	10,402,598	330,355
Goderich.....	5,278,113	8,021,564	8,031,348	8,272,681	8,994,575	8,994,575	16,834,978	16,834,978	
Port Colborne.....	322,764	301,689	3,009,815	4,282,213	10,522,399	10,522,399	91,226	91,226	
Thorold.....	468,391	353,018	195,000	289,107	62,000	62,000	12,342,846	12,342,846	
Kingston.....	7,379,563	8,897,312	12,160,940	11,266,692	10,360,479	10,360,479	497,042	497,042	
Prescott.....	594,887	109,114	72,078	38,322	47,574	47,574	17,334,130	17,334,130	
Montreal.....	7,561,695	9,673,740	10,654,399	12,351,982	12,646,230	12,646,230			
Walkerville.....			460,620	340,182	50,000	50,000			
Victoria Harbour.....				2,028,655					
Hamilton.....				50,896					
Quebec.....				285,350			178,973	178,973	
Port McNicol.....							10,190,433	10,190,433	
Seaforth.....							5,000	5,000	
Total Canadian Ports.....	38,800,008	45,380,308	63,827,614	57,649,447	66,018,151	66,018,151		93,681,291	2,494,451
U. S. Ports—									
Port Huron.....	106,094		561,658	1,049,316			1,763,532	392,278	3,178,490
Erie.....	300,181			451,201			3,146,301		3,919,162
Chicago.....				321,168			229,635		483,747
Cleveland.....									
Buffalo.....	2,625,672	4,944,870	3,729,005	18,895,707	1,912,005	24,712,891	500,963	1,782,808	40,280,348
Ogdensburg.....	63,043								
Duluth.....				9,472			653,426	70,930	557,816
Toledo.....							109,100		47,417
Superior.....									122,917
Fairport.....									4,602,579
Total U. S. Ports.....	3,094,990	5,848,334	4,290,663	20,726,864	2,312,240	26,146,572	641,558	2,246,016	53,192,476
Total shipments.....	41,894,998	5,848,334	68,118,277	20,726,864	59,961,687	26,146,572	66,659,709	48,996,305	95,927,307
Grand total shipments.....	47,743,332	65,237,138	88,845,141	86,108,259	115,656,014	151,614,234			



No. 26.—COMPARATIVE Statement showing the Exports of Canadian Grain from the undermentioned Ports for the Calendar Years 1909, 1910, 1911, 1912 and 1913.

	MONTREAL.				ST. JOHN. N.B.				QUEBEC.						
	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.			
Barley.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.			
Beans.....	525,138	74,694	1,170,217	4,678,268	225,261	118,763	142,367	737,860							
Buckwheat.....	88	1,501	47	219	106	33	451	1,289							
Corn.....	115,920	30,096		6,160	60,325	8,481	2,817	1,259			288				
Oats.....	1,474			18,621	704	17,177	8	7,280							
Pease, whole.....	3,430,956	5,613,897	4,679,728	7,370,643	510,271	525,239	381,793	576,654			38,415				
Pease, split.....	37,918	36,060	25,558	18,678	11,280	3,673	7,156	4,946							
Rye.....	4,289	3,153			7,125	3,497						200			
Wheat.....	16,537,149	15,305,721	23,190,668	27,442,213	6,794,146	6,411,552	8,286,695	7,785,401							
Other grain.....					424										
Totals.....	20,652,932	21,065,122	29,006,218	39,630,015	7,609,642	7,088,415	8,821,287	9,140,233			38,703	200			
				HALIFAX.				VANCOUVER.				TOTAL.			
	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.	1910.	1911.	1912.	1913.			
Barley.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.			
Beans.....	47	185	104	27	22,114,899	1			865,345	193,643	1,312,688	5,416,155			
Buckwheat.....	1,531	2,909	1,412	725		35			1,725	4,478	1,910	2,233			
Corn.....	658	135	515	1,011					176,245	38,865	2,817	7,419			
Oats.....	131,649	190,341	262,268	358,036	28	12,451	126,858	136,222	2,864	17,312	523	26,912			
Pease, whole.....	12,512	9,000	17,036	1,535	318,372	58	37	645	4,391,248	6,380,343	5,450,647	8,441,555			
Pease, split.....	77,559	79,795			58	18			61,768	48,751	49,787	25,804			
Rye.....				45					88,973	86,445					
Wheat.....	185,006	243,984	122,875	444,469	554,237	1,684	107,021	628,289	24,070,538	21,962,941	31,707,259	121,002			
Other grain.....			3,250			20			424	20	3,250	36,300,372			
Totals.....	408,962	526,349	407,460	805,848	987,594	14,209	233,916	765,156	29,659,130	28,732,798	38,528,881	50,341,452			



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In addition to the above, there were exported from the ports of Montreal, Halifax, St. John and Vancouver, the following quantities of United States grain, viz.:

		Wheat.	Corn.	Oats.	Barley.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1907.....		5,373,215	4,745,042		32,771	50,055	10,201,083
1908.....		10,908,194	430,829	109,130	113,678	51,568	11,613,399
1909.....		12,761,605	267,986	35,429	90,506	51,293	13,206,819
1910.....	Halifax.....	3,882,885	2,834,474	38,715			6,756,074
	Vancouver.....	1,317		3,616	1		3,617
	Montreal....	1,623,172	5,391,388	49,190			7,063,750
1911.....	Halifax.....		100			Other gr'n 52	152
	Vancouver.....					20	20
	Montreal....	7,335,494		2,010,257	78,793	143,454	9,567,998
1912.....	Halifax.....					Other gr'n 3,333	3,333
	St. John.....		59,812				59,812
	Montreal....	6,052,006	33,399	40,285	500,985	115,593	6,742,268
1913.....	Halifax.....				3	2,098	2,101
	St. John.....					75	75



No. 24.—STATEMENT showing List of Canadian and U.S. Vessels, with capacity of same and quantity of each kind of grain carried by them, for the Crop Year 1912-13; also recapitulation of quantity carried to Canadian and U. S. Ports.

Vessels.	Capacity.	CARRIED CARRIED.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
<i>Canadian.</i>								
Athabasca.....	40,000	222,206	180,632	35,162				438,000
Alberta.....	40,000	363,721	181,876	15,498				561,095
Assiniboia.....	60,000	364,088	390,406	52,405	38,183			845,082
Algonquin.....	97,000	278,334						278,334
Ames, A. E.....	63,000	64,255	444,278		101,795			610,328
Arabian.....	40,000	75,315	25,000		15,308			115,623
Advance.....	40,000	37,000	175,816					212,816
Acadian.....	110,000	301,174	323,835	65,000	104,036			794,045
Agawa.....	125,000	365,910	318,623					684,533
Atikokan.....	110,000	846,656	276,325		100,642			1,223,623
Beaverton.....	100,000	200,350	618,758	32,000	36,615			887,723
Bickerdike.....	50,000	272,473	128,238	16,000	29,066			445,777
Collingwood.....	240,000	1,575,517	1,647,879	48,693	652,566			3,924,655
Canadian.....	115,000	439,883	247,883	106,000	73,167	609		867,542
Crrunna.....	50,000	171,422	110,035					281,457
Carleton.....	70,000	86,743			63,657			150,400
Crowe, G. R.....	165,000	1,738,065	179,100		78,150			1,995,315
City of Montreal..	30,000	74,773	6,359	12,505				93,637
Calgarian.....	100,000	253,021	93,203	55,112	153,073			554,409
Carruthers, J.....	330,000	757,705	207,000		200,249			1,164,954
Dooric.....	113,000	945,762	407,013	27,386	31,827			1,411,988
Dundee.....	105,000	421,758	248,099		47,415			717,272
Donnacona.....	105,000	425,941	217,233					643,174
Dunelm.....	110,000	356,731	161,356	120,516	45,577			684,180
Drummond, T. J	110,000	500,524	339,580		34,475			874,579
Edmonton.....	100,000	274,228	195,446	87,000				556,674
Empress of Mid-land.....	125,000	935,669	367,363		232,852		1,400	1,537,284
“ Ft. Wm	120,000	1,264,810	238,623	118,576	60,438			1,682,447
Emperor.....	300,000	3,435,990	426,733	216,677	72,150			4,151,550
Easton.....	100,000	173,157						173,157
Fairmount.....	105,000	604,695	176,095	126,493	274,606		1,049	1,182,938
Fordonian.....	110,000	15,000		33,403	192,803			241,206
Gordon, D. A.....	80,000	431,420	310,023	2,439	176,617			920,499
Glenellah.....	110,000	347,817	286,702	428	44,736			679,683
Glenmount.....	110,000	356,220	246,806	180,829	75,240			859,095
Graham, C. A....	110,000	1,003,865	190,722	226,230	69,166			1,489,983
Huronic.....	66,500	51,481						51,481
Hamonic.....	90,500	16,000		9,529				25,529
Hamiltonian.....	75,000	495,942	189,073	45,447	117,621			848,083
Iroquois.....	120,000	238,200	606,463	58,542			44,273	947,478
Ionic.....	55,000	452,242	235,449	638			8,074	696,403
Jaques, C. A.....	80,000	345,785	237,109	118,411	77,692			778,997
Keewatin.....	75,000	664,605	522,735	50,115				1,237,455
Kaministiquia....	125,000	1,380,586	301,496		88,440		56,103	1,826,625
Kenora.....	75,000	117,313	407,030	118,009	23,168			665,520
Kinmount.....	115,000	691,600	519,909	192,874				1,404,383
Keybell.....	110,000	85,000						85,000
Leafield.....	80,000	256,585	157,582	45,999	97,384			557,550
Martin.....	200,000	481,332	659,156	164,000	765,399		36,695	2,106,582
Manitoba.....	50,000	128,996	159,403	14,053				302,452
Matthews, W. D..	200,000	2,282,559	143,112	55,479	363,137			2,844,287
Mapleton.....	100,000	247,868	83,803		111,140			442,811
Meaford.....	110,000	967,266	409,117		52,857			1,429,240
Midland King....	200,000	1,379,000	306,635	669,088	261,715			2,616,438
“ Queen....	105,000	375,620	342,907	64,361	24,443			807,331
“ Prince....	310,000	2,388,125	475,200	185,250				3,048,575
Marina.....	100,000	41,649		35,083				76,732
Mars.....	180,000	81,655			48,994			130,649



SESSIONAL PAPER No. 10d

No. 24.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same, and quantity, &c.—Continued.

Vessels.	Capacity.	CARRIED CARRIED.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
<i>Canadian Vessels</i>								
Con.								
McKee, J. A.....	120,000	1,181,714	991,588	127,781	112,161			2,413,244
McKinistry, A. F.	80,000	396,462	40,000	99,747	82,170			618,379
Neepawah.....	85,000	238,159	505,868	34,543	56,546			835,116
Newona.....	120,000	1,713,973	994,136	322,603	464,183		750	3,495,645
Neebing.....	105,000	1,443,165			98,111			1,541,276
Nevada.....	50,000	147,976	141,474	44,423	18,468			352,341
Natirence.....	50,000	142,868			44,998			187,866
Osler, E. B.....	330,000	3,811,614	304,774	228,000	341,690			4,686,078
Paliki.....	80,000	438,667	51,630		75,431			565,728
Plummer, J. H....	55,000	264,823	166,396		100,988			532,207
Pellatt, H. M.....	55,000	122,240	243,493	33,000	105,639			504,372
Prince Rupert....	105,000	143,478	504,786		75,950			724,214
Port Colborne....	105,000	114,014		41,244			17,792	173,050
Parpoonge.....	110,000	1,123,963	260,540	40,546	108,580			1,533,629
Renvoyle.....	105,000	218,862	35,929	63,000	25,408			343,199
Regina.....	90,000	330,599	319,916	43,000	84,030			777,545
Rosedal.....	82,000	328,961	155,788	27,256	76,396	2,030		590,431
Rosemount.....	85,000	868,085	37,919	38,500	47,812			992,316
Rhodes, R. R.....	75,000		90,060					90,060
Seguin.....	40,000	80,000	263,993	69,163				413,156
Strathcona.....	110,000	288,708	319,649	19,000				627,357
Stormount.....	110,000	388,898	412,153	93,032	76,230			970,313
Scottish Hero....	130,000	1,133,599	1,182,069	174,424	257,241	1,924		2,749,257
Saskatoon.....	95,000	217,667	36,600					254,267
Saronic.....	37,000	47,307			13,068			60,375
Sindbad.....	20,000		32,477					32,477
Stadacona.....	330,000	467,000	71,790	167,368				706,158
Saturn.....	200,000	80,000	177,700					257,700
Senator Derby-								
shire.....	60,000		88,913					88,913
Turret Cape.....	110,000	588,317	688,177	152,266	168,672			1,597,432
“ Chief.....	110,000	420,700	194,174	210,144	372,587			1,197,605
“ Court.....	110,000	468,858	201,559	200,444	173,537			1,044,398
“ Crown.....	110,000	805,135	222,814	39,184	232,154	500		1,299,787
Tagora.....	75,000	271,113	320,633	128,016	134,803			854,565
Uranus.....	200,000	59,188		158,834				218,022
Wahcondah.....	70,000	305,368	284,819		57,700			647,887
Westmount.....	105,000	826,453	183,600	127,567	173,443			1,311,063
Wexford.....	100,000	1,490,235	662,856	29,324	52,353			2,234,76
Winona.....	120,000	688,200	405,520	60,000	216,247			1,369,967
Yorkton.....	90,000	80,000		59,907	30,583			170,490
Totals (98).....	10,729,000	54,887,976	25,717,012	6,237,546	8,913,578	5,063	166,136	95,927,311



4 GEORGE V., A. 1914

No. 24.—STATEMENT showing List of Canadian and U.S. Vessels, with capacity of same, and quantity, &c.—*Continued.*

Vessels.	Capacity.	QUANTITY CARRIED.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
<i>U. S.</i>								
Augustus, A. A....	320,000	317,001						317,001
Adams, T.....	210,000	311,552			109,888			421,440
Aurora.....	110,000	340,000						340,000
Agnew, W. C.....	330,000	330,000						330,000
Adriatic.....	240,000	250,080						250,080
Ashley, J. S.....	310,000	930,236	117,298					1,047,534
Bransford.....	250,000	363,729		67,664	58,479			489,872
Barlum, T.....	280,000	596,304						596,304
Beland, J. J.....	300,000	321,869						321,869
Butler, J. G., Jr..	330,000	323,030						323,030
Brown, J. J. H....	350,000	264,722						264,722
Brown, W. W.....	180,000	147,850	51,472	87,486	118,958			405,766
Brewer, A. G. ....	200,000	314,890			74,458			389,348
Beatty, C.....	60,000				47,416			47,416
Brazil.....	110,000	43,093			58,181			101,274
Barton J. H.....	320,000	338,000						338,000
Bradley, M. A....	280,000	548,100						548,100
Byers, A. M.....	300,000	308,485						308,485
Curry.....	220,000	113,075	85,000		37,007			235,082
Coulby, H.....	350,000	120,128			246,745			366,873
Chili.....	125,000	594,342	37,159	182,251	183,623		50,037	1,047,412
Christopher.....	210,000	670,243						670,243
Carnegie, A.....	230,000	230,175						230,175
Crete.....	300,000	295,807						295,807
Cowle, J. B.....	330,000	244,000						244,000
Corsica.....	105,000	115,500						115,500
Caldera.....	320,000				334,021			334,021
Cuddy, L.....	320,000	325,000						325,000
Champlain.....	280,000	286,107						286,107
Calumet.....	240,000	249,754						249,754
Craig, G. L.....	210,000	46,000	239,045					285,045
Cenestoga.....	60,000				57,659			57,659
City of Berlin ..	105,000	155,000			49,242			204,242
City of Maples....	120,000	528,043		251,500				779,543
Donaldson, J. A..	215,000	161,075	103,996					265,071
Denmark.....	290,000	270,001						270,001
Durstun, J. F....	240,000	75,000			170,356			245,356
Davidson, L. R....	320,000	346,402						346,402
Demmick, J. K....	23,000	188,030		60,000				248,030
Dovock.....	250,000		75,295	71,639	117,773			264,707
Earling, E. J.....	330,000	354,151						354,151
Fitzgerald, W. E..	250,000	370,676			115,200			485,876
Gogebie.....	90,000				87,214			87,214
Gilchrist, J. C....	230,000	247,000						247,000
Gilchrist.....	200,000	149,011			55,583			204,594
Howgood, H. B....	350,000	130,000		125,116				255,116
Holmes, E. T.....	250,000	254,000						254,000
Hanna, D. R.....	350,000	347,068						347,068
Heffelfinger, F. T.	250,000	530,000		76,468	118,989			725,457
Hubbard, C.....	260,000	443,623			77,317			520,940
Hebard, C. S.....	315,000	329,081						329,081
Hutchinson, J. T.	180,000	185,495						185,495
Hecker, F. J.....	260,000	282,000						282,000
Hoyt, J. H.....	220,000	216,942						216,942
Holden, H. S.....	220,000	219,835						219,835
Hydrus.....	230,000	238,421						238,421
Jupiter.....	180,000	189,050						189,050
King, W. L.....	420,000	420,000						420,000
Kennedy, H. ....	340,000	336,237						336,237
Lewiston.....	100,000	102,697		125,392	70,838			298,927
Leonard, G. E....	210,000	389,000						389,000
Laughlin, J.....	380,000	365,858						365,858



SESSIONAL PAPER No. 10d

No. 24—STATMENT showing List of Canadian and U.S. Vessels, with capacity of same, and quantity, &c.—*Continued*

Vessels.	Capacity.	QUANTITY CARRIED.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Leopold, N. F.....	380,000	725,170						725,170
Lake Shore.....	220,000	190,000						190,000
Luzon.....	200,000	155,000	161,574		106,010			422,584
Mack, W. H.....	200,000	160,000			39,600			199,600
Mitchell, A.....	100,000	98,000						98,000
Milnokett.....	335,000	330,000						330,0
Minnetonka.....	140,000	271,942						271,942
Maruba.....	120,000	142,616			56,719			199,335
Minnekahta.....	140,000	132,769						132,769
Miller, P. P.....	200,000	194,113						194,113
Marse, J. C.....	340,000				347,970			347,970
Mullen, M.....	260,000	241,276						241,276
Mack, W. S.....	200,000	183,025			188,552		306,397	677,974
Malta.....	150,000				358			358
Mars.....	200,000	60,000			189,555			249,555
Merida.....	185,000	172,267						172,267
McGean, J. A.....	300,000	252,923						252,923
McWilliams, J. J....	190,000	173,339						173,339
McKinney, P.....	300,000	253,820						253,820
Nyanza.....	110,000	103,000	155,197	122,563				380,760
Neptune.....	200,000	132,233			56,145			188,378
Nye, H. B.....	250,000	546,130		60,000	46 895			653,025
Nettleton, A. E.....	330,000	303,021						303,021
Norton, D. Z.....	310,000	300,000						300,000
Nottingham, W.....	230,000	44,880	185,498	66,000				296,378
Norway.....	380,000	330,708						330,708
Northern King.....	110,000	20,596		70,115				90,711
Northern Queen.....	110,000	40,000		88,846				128,846
Oliver, H. W.....	250,000	192,000		80,000				272,000
Osborne, F. M.....	230,000	231,257						231,257
Ohl, E. N.....	250,000	805,088		158,285	129,484			1,092,857
Omega.....	125,000	238,900					277,942	516,842
Owen, J.....	120,000	109,000						109,000
Pollock, W. G.....	250,000	200,424			66,348			266,772
Peavey, F. H.....	250,000	506,810		38,549	179,937			725,296
Paine, W. A.....	300,000	297,250						297,250
Panay.....	200,000	149,000			57,206		129,342	335,548
Peavey, G. W.....	200,000	200,000			39,000			239,000
Pemobscot.....	250,000	166,880		70,000				236,880
Rhodes, J. W.....	250,000	149,512	184,637					334,149
Rees, W. D.....	200,000	292,890			120,800			413,690
Robbins, F. J.....	230,000				213,280			213,280
Reed, J. H.....	270,000	277,955						277,955
Riddle, J. Q.....	390,000	329,358						329,358
Rogers, W. A.....	360,000	476,743	183,672		115,937			776,352
Rend, W. P.....	110,000	50,035					36,040	86,075
Smith, M. C.....	250,000	722,939	80,000	131,431				934,370
Smith, L. C.....	350,000	423,209		133,000	232,878			789,087
Smith, B. L.....	250,000	366,129		64,361				430,490
Smith, H. W.....	250,000	305,703			169,750			475,453
Smith, W. L.....	225,000				208,072			208,072
Steinbrener.....	250,000	222,959						222,959
Sewaloa.....	250,000	236,000						236,000
Saturn.....	190,000	294,147			73,204			367,351
Schuck, R. E.....	260,000	429,000	86,800					515,800
Spalding, J.....	75,000				37,072			37,072
Sylvania.....	350,000	321,516						321,516
Stewart, A. E.....	210,000	410,423			203,636			614,059
Sonama.....	250,000	238,607						238,607
Stanton, J.....	333,000	540,452			107,844			648,296
Saxona.....	250,000	240,098						240,098
Sonora.....	185,000	113,334			77,600			190,934



No. 24—STATEMENT showing List of Canadian and U.S. Vessels, with capacity of same, and quantity, &c.—*Concluded.*

Vessels.	Capacity.	QUANTITY CARRIED.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Total.
		Bush.	Bush.	Bush.	Bus .	Bush.	Bush.	Bush.
Saunders, E. N.....	240,000	385,769	92,000					477,769
Stearn, A.....	360,000	239,000		132,262				371,262
Cocapa.....	350,000	318,599						318,599
Stone, A.....	360,000	340,990			6,283			347,273
Sellwood, J.....	360,000	330,000						330,000
Steel King.....	240,000	225,173						225,173
Sitius.....	260,000	183,224	87,059					270,283
St. Clair.....	310,000	298,012						298,012
Truesdale, W. H....	275,000	267,464						267,464
Thomson, S.....	290,000	784,548						784,548
Thomson, A. W....	350,000	680,000						680,000
Upson, J. E.....	320,000	324,512			327,496			652,008
Utley, E. H.....	320,000	257,512	115,892					373,404
Uranus.....	150,000	56,000		84,868	53,663			194,531
Upson, A. S.....	250,000	221,787						221,787
Umbria.....	250,000	300,138			180,085			480,223
Verona.....	330,000	293,059						293,059
Vulcan.....	110,000						305,674	305,674
Wilson, Capt. T....	250,000	181,290		60,009				241,299
Wells, F. B.....	265,000	485,700						485,700
Wisconsin.....	275,000	500,000						500,000
Warner, C. M.....	210,000	504,995	230,817	66,652	250,096			1,052,560
Walker, P. G.....	260,000	490,000						490,000
Wilkinson, H. S....	210,000	699,583	54,000	64,000	58,405			875,988
Whitney, D. M.....	260,000	783,514			178,973			962,487
Wainwright.....	250,000	251,000						251,000
Widlar, F.....	260,000				227,310			227,310
Walters, T.....	425,000	380,604						380,604
Watson, C. W.....	240,000				222,240			222,240
Yuma.....	150,000				122,633			122,633
Yale.....	210,000	188,430						188,430
Zimmerman, E.....	300,000	474,802			133,725			608,527
Total (202).....	38,001,000	42,702,919	2,326,411	2,538,457	7,013,708		1,105,432	55,686,927

RECAPITULATION.

Canadian Vessels (98)	10,729,000							
To Canadian ports.....		54,174,066	25,278,370	6,070,176	8,080,278	5,062	73,339	93,681,291
To U. S. ports.....		713,910	438,641	167,368	833,300		92,797	2,246,01
U. S. Vessels (202)...	38,001*000							
To Canadian ports.....		2,060,561		67,663	366,227			2,494,451
To U. S. ports.....		40,642,358	2,326,411	2,470,794	6,647,481		1,105,432	53,192,476
Total.....		97,590,895	28,043,422	8,776,001	15,927,286	5,062	1,271,568	151,614,234

Average Capacity—  
Canadian Vessels..... 109,479 bushels.  
U.S. Vessels..... 188,123 “



SESSIONAL PAPER No. 10d

No. 22.—COMPARATIVE Statement showing Shipments of Grain from Winnipeg and other points in the West, Inspected at Winnipeg, Calgary and Duluth, and billed to points East, West and South by the All-rail Route, for the Crop Years 1899-1900, 1900-1, 1901-2, 1902-3, 1903-4 1904-5, 1905-6, 1906-7 1907-8, 1908-9, 1909,-10 1910-11, 1911-12, 1912-13.

Crop Years, ending August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900.....	253,150	52,800	10,000	2,490	.....	318,440
1901.....	68,060	64,800	2,000	4,980	.....	139,840
1902.....	1,327,700	1,449,600	103,000	45,900	.....	2,926,200
1903.....	1,644,000	406,500	116,400	263,000	.....	2,429,900
1904.....	552,300	171,000	7,200	20,000	.....	750,500
1905.....	1,523,550	781,500	93,600	9,000	.....	2,407,650
1906.....	1,448,280	851,928	139,680	5,000	2,400	2,447,288
1907.....	721,180	869,400	117,600	1,000	3,600	1,712,780
Calgary going East.....	6,420	469,800	3,600	.....	2,400	482,220
" " West.....	167,990	572,400	31,200	2,000	1,200	774,790
Total All-rail, 1907.....	895,590	1,911,600	152,400	3,000	7,200	2,969,790
1908.....	705,130	770,400	26,400	2,000	1,200	1,505,130
Calgary going East.....	14,980	201,600	.....	.....	.....	216,580
" " West.....	375,570	554,400	38,400	.....	1,200	969,570
Duluth.....	1,350,340	118,800	70,800	32,000	.....	1,571,940
Total All-rail, 1908.....	2,446,020	1,645,200	135,600	34,000	2,400	4,263,220
1909.....	263,550	1,342,800	14,400	10,000	.....	1,630,750
Calgary going East.....	1,304,100	2,136,600	27,600	21,000	4,800	3,494,100
" " West.....	1,043,700	1,558,800	54,000	1,000	7,200	2,664,700
Duluth.....	1,325,100	118,800	70,800	52,000	.....	1,566,700
Total All-rail, 1909.....	3,936,450	5,157,000	166,800	84,000	12,000	9,356,250
1910.....	106,500	1,238,800	26,400	.....	1,000	1,372,700
Calgary going East.....	328,020	566,200	13,200	15,000	4,000	926,420
" " West.....	1,292,910	1,844,900	15,800	2,000	8,000	3,163,610
Duluth.....	3,714,720	646,000	223,200	75,000	.....	4,658,920
Total All-rail, 1910.....	5,442,150	4,295,900	278,600	92,000	13,000	10,121,650
1911.....	314,975	1,354,700	51,600	.....	.....	1,721,275
Calgary going East.....	465,475	9,500	27,600	1,000	.....	503,575
" " West.....	624,575	2,325,600	96,000	4,000	7,000	3,057,175
Duluth.....	1,244,850	3,800	2,400	37,000	.....	1,288,050
Total All-rail, 1911.....	2,649,875	3,693,600	177,600	42,000	7,000	6,570,075
1912.....	12,249,625	6,663,300	786,000	372,000	10,800	20,081,725
Calgary going East.....	522,450	326,800	60,000	6,000	3,600	918,850
" " West.....	981,475	3,744,900	87,600	6,000	7,200	4,827,175
" " South.....	1,327,625	2,760,700	166,800	3,000	9,600	4,267,725
Duluth.....	6,930,525	1,423,100	62,400	257,000	.....	8,673,025
Total All-rail, 1912.....	22,011,700	14,918,800	1,162,800	644,000	31,200	38,768,500
1913.....	6,159,250	4,596,150	459,492	1,244,250	4,000	12,463,142
Calgary going East.....	682,875	848,250	219,700	25,200	4,000	1,780,025
" " West.....	1,495,125	2,421,900	127,400	1,050	3,000	4,048,475
" " South.....	3,331,125	4,590,300	817,700	24,150	*4,000	8,767,275
Duluth.....	3,555,000	323,700	478,400	2,636,500	.....	6,993,600
Total All-rail, 1913.....	15,223,375	12,780,300	2,102,692	3,931,150	15,000	34,052,517

\*Includes 2,000 bushels of corn.



No. 27.—COMPARATIVE Statement of Canadian Wheat in Transit shipped from the following United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

Ports.	QUANTITIES.						
	1907	1908	1909	1910	1911	1912	1913
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Baltimore.....	368,285	88,432	465,773	1,801,294	2,200,518	5,317,498	9,152,469
Boston.....	7,716,389	7,687,745	7,420,969	8,012,253	5,158,468	10,512,406	12,833,084
New York.....	4,077,705	4,333,115	5,100,117	5,911,085	9,565,752	22,566,120	18,130,667
Philadelphia.....	2,071,776	2,473,284	5,690,749	4,995,553	3,703,191	11,937,070	10,152,457
Portland.....	4,915,665	5,186,129	4,809,880	6,409,286	3,564,299	5,174,759	6,481,025
Totals, bushels.....	19,149,820	19,768,705	23,487,488	27,129,471	24,192,228	55,507,853	56,749,702

COMPARATIVE Statement of Canadian Flour in Transit shipped from United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

Ports.	QUANTITIES.						
	1907	1908	1909	1910	1911	1912	1913
	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.
Baltimore.....	3,507	321	9,639	530	11,356	29,033	86,767
Boston.....	56,083	125,308	142,482	244,066	249,232	319,024	352,289
New York.....	265,131	199,614	275,891	723,573	657,048	660,765	890,145
Philadelphia.....	29,071	49,884	36,600	61,282	43,271	118,569	159,027
Portland.....	105,873	130,978	110,588	170,384	184,403	237,129	196,849
Totals, barrels.....	459,665	506,105	575,200	1,199,835	1,145,310	1,364,520	1,685,077



No. 28.—RATES on Grain by Vessel from Fort William and Port Arthur to Montreal, Georgian Bay Ports and Buffalo for Season of Navigation 1913 (April 24th to December 11th, 1913.)

Montreal via Kingston.—

WHEAT—Rates opened at 5¾c to 7½c.  
In June dropped to 5c, and remained at this rate until about September, when some freight was worked on basis of 4½c.  
October and November rates varied from 6c to 7c.  
Hold storage cargoes for spring delivery ranged from 7½c to 9c.

Montreal via Port Colborne.—

Rates opened 5½c.

Georgian Bay Ports.—

Rates opened at 2¼c per bushel Wheat.  
“ dropped to 1¾c “ June.  
“ “ 1¼c “ last half June.  
“ rose 2½c “ in October.  
As high as 3c was paid in November.  
Hold cargoes on vessels at Eastern ports until April, 1914, 3c to 4c per bushel.  
4c was paid for late November and December loading.

Buffalo.—

WHEAT—Conditions throughout the season same as Georgian bay.  
Opening rate, 2¼c.  
During summer months, 1¼c.  
In September rate rose to 2c.  
In October rate rose to 2¼c.  
Rates in October later declined to 1¾c.  
The average rate for November was 2c, except last ten days loading, the rate being 2½c to 3c.  
Hold storage cargoes were placed at 3½c for delivery in spring.

RATES of Insurance on Grain by Vessel from Fort William and Port Arthur to Lake Huron, Erie and Ontario Ports also Lake Michigan, Green Bay and other U. S. Lake Ports for the Season of Navigation. (In force from and after April 15, 1913.)

CLASSIFICATION.		
	First class.	Second class.
To Lake Erie, Lake Michigan and Georgian Bay ports. (Average waived)—		
April 15th, A. M. to April 30th, P.M....	\$0.45per \$100 valuation	\$0.60
May 1, A.M. to August 31, P.M.....	.30 “	.40
September 1, A.M. to November 30, midnight.....	.45 “	.65
To Goderich, Port Huron, Sarnia and Detroit. (Average waived.)—		
April 1, A.M. to April 30, P.M.....	.40 “	.55
May 1, A.M. to August 31, P.M.....	.25 “	.35
September 1, A.M. to November 30, midnight.....	.40 “	.60



CLASSIFICATION.		First class.	Second class.
To Kingston and Lake Ontario Ports, including Ogdensburg and Prescott. (Average waived.)—			
April 1, A.M. to April 30, P.M.....	.65	“	.75
May 1, A.M. to August 31, P.M.....	.45	“	.55
September 1, A.M. to November 30, midnight.....	.60	“	1.00
To Montreal direct, without transhipment. (Average waived.)—			
April 20, A.M. to October 31, P.M....	.60	“	1.10
November 1 A.M. to November 30, P. M.....	.70	“	1.25
To Montreal, via Kingston, Prescott and Ogdensburg and transhipped— If transhipped at Kingston, Ogdensburg or Prescott, and forwarded to Montreal, in Board approved standard barges, add 15 cents to Kingston, Ogdensburg and Prescott rate.			
From Lake Superior ports to Lake Michigan ports, charge Lake Erie Ports' rates.			
From Lake Michigan ports to Lake Michigan ports, charge 50% of Lake Erie ports' rates.			

## SUPPLEMENTARY PROVISIONS.

1. Above rates are strictly net to assured.
2. Vessels classing lower than second class, as above, to be declined.
3. Winter storage risk at port of shipment—  
Before opening of navigation (and during season of navigation when required).  
First and second classes—Two-thirds cents per day.  
Storage charges at port of shipment terminate April 15 and trip risk come into force.
4. Winter storage risk at port of destination—  
After close of navigation (and during season of navigation when required).  
First and second classes—Two-thirds cents per day per \$100 valuation.
5. The above rates do not cover the risk in the elevator, either at port of shipment, port of transhipment or port of destination.

## POST SEASON SAILINGS.

Dec. 1—Dec. 5th, 1 per cent.  
Dec. 5—Dec. 8th,  $1\frac{1}{4}$  per cent.  
Dec. 8—Dec. 10th,  $1\frac{1}{2}$  per cent.

No scheduled rates after December 10 and extensions after that date were by special arrangements unpublished.



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No. 30.—RATES of Insurance on Grain Shipped from the undermentioned ocean Ports.

## Montreal to Liverpool—

May 1 to Sept. 30, 1913.....	20c	per \$100, value of cargo.		
Oct. 15, 1913.....	22½c		“	“
Oct. 30, 1913.....	25c		“	“
Nov. 15, 1913.....	35c		“	“
Nov. 25, 1913.....	40c		“	“

## Halifax and St. John to Liverpool—

20c per \$100 whole year, value of cargo.

## New York and Boston to Liverpool—

15c per \$100 whole year, value of cargo.

## Rates on Grain carried from Fort William and Port Arthur to Georgian Bay and Lake Huron Port for season of navigation, 1912.

Month of May, average about 2¼c per bus.

First half of June “ 1¼c “ “

Last “ “ “ “ 1½c “ “

July averaged 1⅜c “ “

August and September no business reported.

October rates averaged 2c per bus.

First half of November, from 2½c to 4¼c “ “

Last “ “ “ “ 3c to 3½c “ “

“ “ “ “ including winter storage, 4¼c “ “

Early December 6c “ “



No. 29.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same and quantity of each kind of grain carried by them, for the Season of Navigation, 1913; also recapitulation of quantity carried to Canadian and U. S. Ports.

Vessels.	Capacity.	QUANTITY CARRIED.								Totals.
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Mixed Grain.		
Canadian.										
Athabasca.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Alberta.....	40,000	239,538	115,249	1,292						356,121
Assiniboia.....	40,000	374,068	80,206	25,491						479,765
Algonquin.....	60,000	413,966	283,625	72,405	16,739					786,735
Ames, A. E.....	97,000	184,644								184,644
Advance.....	63,000	97,873	411,778	25,000	126,013					660,664
Acadian.....	40,000		116,128							116,128
Agawa.....	110,000	322,750	238,596	97,000	145,421					803,767
Atikokan.....	124,000	1,167,823	438,536	126,626				4,524		1,737,509
Beaverton.....	110,000	695,698	276,325		153,022					1,125,045
Bickerdike.....	100,000	209,260	490,884		33,645		35,866	974		770,629
Collingwood.....	50,000	288,087			29,066					317,153
Canadian.....	240,000	2,383,522	1,886,272	51,243	652,566	609				4,973,603
Corunna.....	115,000	465,710	313,463	109,167	66,505					955,454
Carruthers, J.....	50,000	138,826					397			139,223
Carleton.....	370,000	2,799,382	207,000		200,249					3,206,631
Crowe.....	70,000	69,000			63,657					132,657
Valgarian.....	165,000	1,559,164			78,150					1,637,314
Doric.....	110,000	397,021	155,932	88,649	266,609					908,211
Dundee.....	145,000	882,475	761,788	35,812	31,827	213	1,074	18,620		1,731,809
Donnacoma.....	105,000	312,759	270,377		62,887					646,023
Duncuin.....	105,000	304,045	291,682	30,488						649,347
Drummond, T. J.....	110,000	302,190	221,761	131,934	45,577					701,465
Edmonton.....	110,000	678,865	475,200		109,139					1,263,204
Emperor.....	100,000	337,714	328,546	111,000			1,400			778,660
Empress of Midland.....	300,000	3,283,092	426,733	146,542	72,150					3,928,517
Empress of Fort William.....	125,000	701,739	493,659	33,774	232,852					1,462,024
Easton.....	120,000	853,342	365,821	66,180	60,438			12,659		1,358,440
Fairmont.....	95,000	80,000								80,000
Fardonian.....	105,000	584,902	297,516	126,493	238,966		1,049			1,248,926
Franz, W. C.....	125,000	337,594	166,209	128,470	192,803					825,076
Gordon, D. A.....	200,000	400,270	516,575	69,513						986,358
	80,000	267,972	126,221	228,572	200,386		4,334	200		827,685







No. 29.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same and quantity of each kind of grain carried by them, for the Season of Navigation, 1913; also recapitulation of quantity carried to Canadian and U. S. Ports.

Vessels.	Capacity.	QUANTITY CARRIED.								Totals.
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Mixed Grain.		
Canadian—Con.										
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Senator Derbyshire.....	60,000	.....	88,914	.....	.....	.....	.....	.....	.....	88,914
Saronic.....	40,000	9,307	.....	.....	13,068	.....	.....	.....	.....	22,375
Sindbad.....	20,000	.....	32,477	.....	.....	.....	.....	.....	.....	32,477
Simla.....	60,000	47,000	.....	.....	.....	.....	.....	.....	.....	47,000
Spokane.....	125,000	126,500	.....	.....	.....	.....	.....	.....	.....	126,500
Stadacona.....	330,000	1,120,078	649,577	129,167	48,259	.....	.....	.....	.....	1,947,081
Taylor Frater.....	200,000	523,869	117,500	.....	.....	.....	.....	.....	.....	641,369
Turret Cape.....	110,000	1,009,837	602,122	52,000	173,988	.....	.....	.....	.....	1,837,947
Turret Chief.....	110,000	541,821	161,231	107,415	263,805	.....	.....	.....	.....	1,074,272
Turret Court.....	110,000	795,167	316,375	254,567	173,537	.....	.....	.....	.....	1,539,646
Turret Crown.....	110,000	641,102	427,223	202,763	232,154	500	.....	.....	.....	1,503,742
Tagona.....	75,000	163,100	417,429	161,981	78,758	.....	.....	13,372	.....	834,640
Thunder Bay (Barge).....	150,000	.....	.....	.....	.....	.....	163,673	.....	.....	163,673
Thyra Mener.....	60,000	.....	99,700	.....	.....	.....	.....	.....	.....	99,700
Uranus.....	190,000	59,188	.....	158,834	.....	.....	.....	.....	.....	218,022
Wahcondah.....	70,000	323,060	341,051	.....	53,750	.....	.....	.....	.....	717,861
Westmount.....	105,000	658,000	245,365	288,507	173,443	.....	.....	.....	.....	1,365,315
Wexford.....	100,000	1,338,346	457,231	.....	.....	.....	.....	.....	.....	1,795,577
Winona.....	120,000	573,153	411,414	.....	280,053	.....	.....	.....	.....	1,264,620
Yorkton.....	90,000	160,059	.....	160,546	30,584	.....	.....	.....	.....	351,189
Canadian (102).....	11,561,000	63,556,918	26,936,051	6,755,940	9,385,688	3,274	383,813	169,496	.....	107,191,180



## SESSIONAL PAPER No. 10d

No. 24.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same, and quantity, &c.—*Continued.*

U. S. Vessels.	Capacity.	QUANTITY CARRIED.					
		Wheat.	Oats.	Barley.	Flax.	Screenings	Total
<i>United States.</i>	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Adriatic.....	270,000	250,080					250,080
Ashley, J. S.....	340,000	930,236	117,299				1,047,535
Agnew, W. C.....	385,000	330,000					330,000
Aurora Barge.....	115,000	235,000	195,000				430,000
Augustus, A. A.....	340,000	417,001			929,717		1,346,718
Amazonas.....	120,000				118,580		118,580
America.....	110,000				107,228		107,228
Ames, Ward.....	365,000	244,709		148,500			393,209
Adams, Thos.....	215,000				202,820		202,820
Bransford.....	255,000	178,721		67,664			246,385
Byers, A. M.....	330,000	308,485					308,485
Butler, J. G., Jun.....	365,000	1,781,088					1,781,088
Barnam, G. G.....	350,000	353,533			332,106		685,609
Booth, Edwin L.....	250,000	744,000					744,000
Brown, W. W.....	200,000	253,012	263,254	47,200	118,958	117,932	800,356
Brown, J. J. H.....	280,000	529,419					529,419
Bradley, M. A.....	310,000	846,721					846,721
Barlum, Thos.....	325,000	917,097	142,000	259,000			1,318,097
Barlum, Jno. J.....	340,000	335,000					335,000
Brower, A. G.....	200,000	345,955			225,085		571,040
Block, Joseph.....	395,000		554,421				554,421
Ball Bros.....	320,000		476,169				476,169
Barlow, J. H.....	350,000		525,000				525,000
Bope, H. P.....	365,000	351,196					351,196
Berry, B. F.....	325,000	241,963	110,000				351,963
Chili.....	170,000	347,367	37,159	146,252	183,623		714,401
Calumet.....	265,000	249,754					249,754
Conestoga.....	55,000				57,659		57,659
Culdera.....	350,000				334,022		334,022
Corsica.....	115,000	115,500					115,500
Curry, S. S.....	235,000	496,820	91,156	110,000			697,976
Curious.....	250,000	632,769		69,634	286,039		988,442
Carter, E. D.....	350,000	340,000					340,000
Cetus.....	255,000	64,703	178,824	71,292			314,819
Christopher.....	230,000	891,951	325,000				1,216,951
Corrigan, James.....	380,000	1,118,218					1,118,218
City of Naples.....	130,000	214,394		251,500			465,894
City of Berlin.....	115,000	55,000	506,000		49,242		610,242
Constitution (barge).....	235,000				229,574	40,689	270,263
Cadillac.....	85,000	64,847					64,847
Craig, Geo. L.....	215,000	464,500	239,046				703,546
Carnegie, Andrew.....	235,000	217,085	297,815				514,900
Cowle, J. B.....	365,000	353,437					353,437
Champlain.....	310,000	589,561					589,561
Coulby, Harry.....	385,000	361,989					361,989
Clarke, E. A. S.....	255,000	236,500					236,500
Cuddy, Loftus.....	355,000	572,199	195,000				767,199
Cygnus.....	255,000	235,832					235,832
Donaldson, J. A.....	230,000	161,075	103,997				265,072
Dunn, Jno., Jr.....	365,000	353,142					353,142
Davidson, L. R.....	350,000	714,253					714,253
Davidson, Jas. E.....	350,000	330,000					330,000
Dimmick, J. K.....	255,000	453,030		60,000			513,030
Durstan, J. F.....	285,000	263,000					263,000
Davock, W. B.....	275,000	435,800	164,706	71,639	117,774		789,919
Dunham, Jas. S.....	265,000	251,300					251,300
Denmark.....	310,000		405,471				405,471
Elphicke, C. W.....	115,000	213,900					213,900
England, R. W.....	220,000	209,042			107,450		316,492
Earling, E. J.....	365,000	1,336,473			18,816		1,355,289
Foster, Parks.....	105,000	80,000					80,000
Fitzgerald, W. E.....	265,000	491,725					491,725



No. 24.—STATEMENT showing List of Canadian and U. S. Veseels, with capacity of same, and quantity, &c.—Continued.

Vessels.	Capacity.	QUANTITY CARRIED.					
		Wheat.	Oats.	Barley.	Flax.	Sscreenings	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Goulder, Harvey D.....	355,000	363,900					363,900
Garreton. General.....	350,000	691,457					691,457
Gilbert, W. H.....	135,000	136,000					136,000
Holden.....	245,000	219,835					219,835
Hydrus.....	255,000	238,421					238,421
Hutcheson, Chas. L.....	350,000	377,000	136,471	95,000	168,198		776,669
Holmes, Edwin F.....	255,000	783,286					783,286
Hanna, M. A.....	245,000	250,000					250,000
Hanna, Howard M.....	330,000	328,855					328,855
Hanna, D. R.....	375,000	364,154					364,154
Heffelfinger, Frank T.....	255,000	272,000					272,000
Hawgood, H. B.....	255,000	252,000					252,000
Hartnelli, George (Barge)....	205,000		295,800				295,800
Hart, Frank W.....	235,000	218,000					218,000
Hebard, Chas. S.....	350,00	562,500			110,858		673,358
Harvester, The.....	365,000	386,000					386,000
Hubbard, Charles.....	290,000				226,874		226,874
Hoover & Mason.....	350,000	331,660					331,660
Hoyt, James H.....	245,000		279,034	45,013			324,047
Jenks, J. M.....	255,000	190,484			56,574		247,058
Jones, B. F.....	365,000	363,500					363,500
Kennedy, Hugh.....	375,000	336,237					336,237
Kopp, Jacob T.....	325,000	552,020	160,000				712,020
Ketcher, Chas. W.....	265,000	257,388					257,388
Lewiston.....	110,000	67,000		95,392	36,092		198,484
Leonard, George B.....	230,000	558,745		140,404			699,149
Laughlin, James.....	365,000		589,105				589,105
Luzon.....	200,000	760,000	461,574				537,574
Mitchell, A.....	115,000	98,000					98,000
Mars.....	200,000				189,554		189,554
Malta (Barge).....	150,000					76,622	76,622
Minnetonka.....	110,000	134,921					134,921
Mench, Anna C.....	230,000	111,500			114,185		225,685
Minch, Philip.....	310,000	310,500	490,402				800,902
Mather, William C.....	365,000	889,685		288,050			1,177,735
Mather, Samuel.....	365,000	251,000		141,148			392,148
Mack, Wm. S.....	200,000	383,208	908,304				1,292,512
Mack, Wm. Henry.....	210,000				193,407		193,407
Maryland.....	140,000	260,000					260,000
Mullen. Martin.....	255,000	241,040			482,596		723,636
Merida.....	185,000	350,320	493,532				843,852
Michigan.....	365,000	375,894					375,894
Mauch Chunk.....	210,000	209,300					209,300
Maruba.....	115,000	115,000			214,605		329,605
Munio, Josiah G.....	380,000	357,504					357,504
Milinokett.....	350,000	320,142					320,142
Morse, Jay C.....	375,000	130,000			236,865		366,865
McKurney, Price.....	295,000	253,820					253,820
McGean, Jno.....	295,000	284,000					284,000
McIntosh, H. P.....	350,000	323,000					323,000
Nyanza.....	115,000		155,197	122,563			277,760
Northern King.....	110,000	20,596		70,115			90,711
Northern Queen.....	110,000	40,000		88,846			128,846
Nicholas, I. W.....	160,000	152,000			139,774		291,774
Normania.....	275,000	277,000					277,000
Nottingham, Wm.....	230,000	397,500		64,331			461,831
Nye, Harold B.....	230,000	790,689		60,000	269,858		1,120,547
Norway.....	365,000	340,326					340,326
Nettleton, A. E.....	350,000	238,067			103,350		341,417
Niagara.....	110,000	98,423					98,423
Ohl Edwin N.....	275,000	262,804					262,804
Omega.....	120,000	238,900				437,212	676,112
Oglebay E. W.....	190,000	341,359					341,359



## SESSIONAL PAPER No. 10d

No. 24.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same, and quantity, &c.—*Continued.*

Canadian Vessels.	Capacity.	QUANTITY CARRIED.					
		Wheat	Oats.	Barley.	Flax.	Screenings	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Owen Jno.	115,000	220,361					220,361
Osborne F. M.	235,000	470,445					470,445
Onoka.	130,000		40,000				40,000
Oliver Henry W.	265,000	445,508	124,529			46,872	616,909
Paine Wm. A.	310,000	615,000			310,996		925,996
Pontiac.	130,000	120,000				76,080	196,080
Pleavey Frank H.	255,000	691,841			107,800		799,641
Pleavey George W.	255,000	104,776			154,628		259,404
Pollock, W. G.	265,000	268,000					268,000
Parks Sheldon.	385,000		592,000				592,000
Rend Wm. P.	110,000	50,035				36,040	86,075
Robbins Francis H.	230,000	225,000	334,000		213,280		772,280
Rogers, Wm. A.	355,000	1,206,743	183,672		115,936		1,506,351
Riddle, J. G.	385,000	694,358					694,358
Reed, W. D.	220,000	448,546			174,700		623,246
Ronney, Rufus P.	110,000	264,854					264,854
Rhodes, Joshua W.	265,000	149,512	523,460				672,972
St. Clair.	310,000	298,012					298,012
Stone Amasa.	355,000	340,990					340,990
Sellwood, J.	355,000	330,000					330,000
Smith Lyman C.	355,000	350,000		390,000	170,390		910,390
Smith Hulbuet W.	255,000	653,374	98,529				751,903
Smith B. Lyman.	225,000	218,832	321,901				540,733
Smith Munroe C.	225,000	973,231	155,588	65,000			1,193,819
Smith Wilbert L.	225,000	224,546					224,546
Smith L. C.	255,000	240,000					240,000
Saxona.	255,000	743,000					743,000
Sheadle J. H.	375,000	1,131,836					1,131,836
Saunders E. N.	235,000	514,501	92,000	79,000	59,296		744,797
Sultana.	185,000	273,283	478,196				751,479
Senator.	210,000	219,079					219,079
Steel King.	235,000	467,882		250,000			717,882
Sonona.	255,000	728,107					728,107
Sinalona.	255,000	243,866					243,866
Soranton.	255,000	345,500					345,500
Sagamere (Barge).	200,000				187,059		187,059
Stanton Jno.	350,000	579,625		129,197			708,822
Stewart A. E.	210,000	490,298		167,876	203,636		861,810
Sullivan, J. J.	375,000	255,000			517,554		772,554
Sonora.	185,000	269,000	60,000	81,769			410,769
Schoonmake Co. Jam. M.	510,000	435,000					435,000
Schenango.	420,000	400,093					400,093
Sirius.	255,000	183,224	87,059	271,540			541,823
Sherwin Jno.	350,000		528,551				528,551
Shaugnessy Sir Thos.	310,000	314,000					314,000
Taurus.	255,000	65,000	93,529	69,170	289,918		517,617
Upton Andrew S.	230,000	377,559		86,500			464,059
Upton J. E.	350,000	1,000,915					1,000,915
Umbria.	255,000	555,139			180,085		735,224
Urley E. H.	330,000	352,000					352,000
Verona.	325,000	293,059					293,059
Vulcan.	105,000					695,557	695,557
Victory.	255,000	250,569					250,569
Wilson Captain T.	255,000	181,290		60,009			241,299
Whitney D. M.	255,000	477,100					477,100
Walters T.	425,000	380,615					380,615
Warner C. M.	205,000	1,048,243	391,688	106,653	210,496		1,757,080
Wright A. P.	115,000	115,300					115,300
Wilkinson H. S.	205,000	879,907	54,000	162,110			1,096,017
Wolf, Wm. H.	330,000	1,125,818	151,000				1,276,818
Widler Francis.	255,000	199,125			59,291		258,416
Weston Charles.	395,000	506,000		290,709			796,709
Wilkesbarre.	190,000	205,058					205,058



No. 24.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same, and quantity, &c.—*Concluded.*

Vessels.	Capacity.	QUANTITY CARRIED.					
		Wheat.	Oats.	Barley.	Flax.	Screenings	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Western Star.....	255,000	258,021					258,021
Wisconsin.....	255,000	257,000					257,000
Wells Frederick E.....	255,000	246,000					246,000
Wallace, E. H.....	265,000	264,000					264,000
Wickwire T. E.....	295,000	297,000					297,000
Watson C. M.....	235,000	66,816		117,000	281,760		465,576
Walsh James P.....	325,000	300,000					300,000
Wolvins A. B.....	385,000	365,970					365,970
White Pendermis.....	255,000				225,714		225,714
Yuma.....	160,000				122,633		122,633
Yale.....	210,000	385,345	548,218				933,563
Yosemite.....	205,000	216,192					216,192
Yates Harry.....	350,000	345,689					345,689
Zimmerman.....	325,000	746,802	90,000		133,725		970,527
Total, U. S. (202).....	53,230,000	68,240,082	13,844,656	4,840,076	9,680,380	1,527,004	98,132,198

Average Capacity—  
Canadian Vessels, Season of Navigation..... 113,343 bushels.  
U. S. Vessels, Season of Navigation..... 263,519 bushels.

NOTE.—The figures into the above statement do not agree with statement No. 20 “shipments by Ports.” This is caused by the vessels failing to report their outturn at the different ports.



SESSIONAL PAPER No. 10d

No. 32.—REPUTED Acreage under Crop in the Provinces of Manitoba, Saskatchewan and Alberta, for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

Crops of	WHEAT—ACRES.			OATS—ACRES.			BARLEY—ACRES.			
	Northwest Territories.		Totals.	Northwest Territories.		Totals.	Northwest Territories.		Totals.	
	Manitoba.	Sas- katche- wan.		Sas- katche- wan.	Alberta.		Manitoba.	Sas- katche- wan.		Alberta.
1900.....	1,457,396	412,864	1,870,260	429,108	175,439	604,547	155,111	17,044	172,155	
1901.....	2,011,835	504,697	2,516,532	689,951	229,439	919,390	191,009	24,702	215,711	
1902.....	2,039,940	625,758	2,665,698	725,060	310,367	1,035,427	329,990	36,445	366,435	
1903.....	2,442,873	837,234	3,280,107	855,431	440,662	1,296,093	326,537	69,667	396,204	
1904.....	2,369,118	965,549	3,334,667	943,574	523,634	1,467,208	361,004	86,154	447,158	
1905.....	2,643,588	1,130,084	3,881,199	1,031,239	449,936	1,723,976	432,298	32,946	529,774	
1906.....	3,141,537	1,730,586	5,049,250	1,155,961	639,893	2,131,582	474,242	53,565	601,395	
1907.....	2,789,553	2,047,724	5,045,177	1,213,596	801,810	2,322,499	649,570	79,339	783,607	
1908.....	2,850,640	3,703,563	6,813,020	1,216,632	1,772,976	2,390,310	658,441	229,574	961,101	
1909.....	2,642,111	4,085,000	7,057,111	1,373,683	2,240,000	4,113,683	601,008	244,000	945,008	
1910.....	2,962,187	4,664,834	8,219,981	1,486,436	2,082,607	4,061,632	624,644	234,394	949,939	
1911.....	3,339,072	5,232,248	10,188,219	1,628,562	2,192,806	4,999,778	759,977	244,993	1,161,388	
1912.....	2,653,100	4,891,500	8,961,800	1,269,000	2,285,600	4,913,900	454,600	180,300	809,800	
1913.....	2,804,000	5,720,000	10,036,000	1,398,000	2,755,000	5,792,000	496,000	332,000	1,025,000	



No. 32.—REPUTED Acreage under Crop in the Provinces of Manitoba, Saskatchewan and Alberta, for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

Crops of	FLAX ACRES.			TOTAL ACREAGE.		
	Manitoba.	Northwest Territories.		Manitoba.	Northwest Territories.	
		Sas-katche-wan.	Alber-ta.		Sas-katche-wan.	Alber-ta.
*1900	10,000			10,000	2,051,615	605,347
1901	20,979			20,979	2,913,774	758,838
1902	41,200	17,067		58,267	3,136,190	989,637
1903	55,900	32,431		88,331	3,680,741	1,379,994
1904	35,428	16,264		51,692	3,752,241	1,591,601
1905	24,770	25,315	581	50,666	4,131,895	1,638,281
1906	18,790	76,005	3,647	98,442	4,790,530	2,500,049
1907	25,915	128,528	17,230	161,673	4,678,634	3,057,401
1908	50,187	264,728	8,046	322,961	4,775,900	5,970,841
1909	425,096	319,100	*11,200	355,396	4,641,898	6,888,100
1910	Rye 6,361 Peas 2,217	396,230	Rye 1,522 15,271	462,633	5,122,877	7,378,065
1911	41,002 85,836 Rye 6,167	932,408	Rye 20,659 93,662	1,138,732	5,819,614	3,066,048
1912	91,000 Rye 5,000	1,463,000	Rye 16,000 111,400	1,689,400	4,470,700	3,083,800
1913	54,000	1,386,000	105,000	1,545,000	4,757,000	3,469,000

NOTE.—Previous to 1905, the province of Saskatchewan and Alberta were grouped as the Northwest Territories.  
†591 and 151 acres of this rye and speltz, respectively.  
\*1,000 and 500 acres of this rye and speltz, respectively, Alberta. †3,007 and 1,454 acres of this rye and peas, respectively, Manitoba.



No. 33.—STATEMENT showing the estimated average yield per acre of the various grains grown in the Provinces of Manitoba, Saskatchewan and Alberta, for the years 1898 to 1913.

Years.	Manitoba.	YIELD PER ACRE.—WHEAT.			YIELD PER ACRE.—OATS.			YIELD PER ACRE.—BARLEY.			YIELD PER ACRE.—FLAX.		
		Saskatchewan.		Alberta.	Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.
		Saskatchewan.	Manitoba.	Spring.		Saskatchewan.	Manitoba.	Alberta.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.
				Spring.	Winter.								
1898.	17.41	17.30		25.27	...	23.95	35.02	44.50	21.81	32.00	14.00	...	...
1899.	17.13	18.49		23.47	...	30.17	38.30	42.16	20.97	26.80	14.00	...	...
1900.	8.9	9.		19.22	...	17.68	20.5	33.82	18.16	25.37	8.4	...	...
1901.	25.1	25.41		24.58	...	44.76	40.2	40.68	31.48	32.81	12.	...	...
1902.	26.	22.57		18.86	...	30.93	47.5	31.74	20.91	21.31	12.7	...	...
1903.	16.42	19.44		18.65	23.95	32.71	38.62	31.95	24.94	25.51	10.5	9.80	12.0
1904.	16.52	17.51		16.58	18.33	31.04	38.8	31.04	24.27	26.12	13.1	9.2	9.34
1905.	21.07	23.09		21.46	21.41	42.70	42.6	39.18	27.11	27.36	13.2	10.45	13.63
1906.	19.49	21.40		23.07	21.11	57.45	45.85	39.12	24.57	29.32	14.6	15.73	14.34
1907.	14.22	13.52		18.25	20.66	29.09	34.8	30.11	17.02	19.78	12.25	9.35	10.65
1908.	17.28	13.68		18.81	29.47	27.29	36.8	36.93	17.28	25.03	11.8	10.62	7.87
1909.	17.33	22.1		25.	25.	47.1	37.1	40.	32.1	25.	12.29	13.9	7.96
1910.	13.47	15.58		12.61	15.48	30.40	28.7	24.64	24.58	20.78	9.97	7.68	81
1911.	18.29	18.50		20.75	23.74	45.0	45.3	41.21	28.0	29.41	14.00	11.13	3.02
1912.	22.20	19.18		21.54	21.83	45.99	42.40	46.30	32.87	33.05	12.49	12.91	9.30
1913.	19.02	21.25		23.00	21.00	41.42	40.60	43.65	31.39	32.15	11.70	11.24	12.83
													11.00



No. 34.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.

OATS—ACRES.												
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900.	1,445,545	.....	26,867	.....	.....	1,472,412	2,398,834	.....	178,992	.....	.....	2,577,826
1901.	1,269,635	133,764	26,010	16,327	.....	1,445,736	2,408,464	1,349,384	184,114	90,924	.....	4,032,886
1902.	1,051,707	.....	22,602	.....	.....	1,074,309	2,500,758	.....	171,913	.....	.....	2,672,671
1903.	913,546	.....	21,544	.....	.....	935,090	2,638,665	.....	176,909	.....	.....	2,815,574
1904.	833,485	.....	20,410	.....	.....	853,895	2,654,936	.....	178,074	.....	.....	2,833,010
1905.	986,329	.....	20,684	.....	.....	1,007,013	2,668,416	.....	187,146	.....	.....	2,855,562
1906.	959,032	.....	20,824	.....	.....	979,856	2,716,711	.....	194,647	.....	.....	2,911,358
1907.	820,678	107,698	20,601	20,419	35,847	1,005,243	2,932,509	1,483,163	194,211	128,779	174,930	4,913,592
1908.	821,766	105,500	17,579	20,600	27,600	993,045	2,774,259	1,542,500	191,865	135,000	150,100	4,793,724
1909.	798,536	100,500	14,447	20,600	26,100	960,183	2,695,585	1,574,100	194,815	138,000	184,000	4,786,500
1910.	872,792	99,400	15,988	21,630	.....	1,007,810	2,757,933	1,649,600	196,795	144,900	.....	4,749,228
1911.	971,203	71,086	13,226	9,917	.....	1,065,432	2,699,230	1,430,677	198,120	84,499	.....	4,412,526
1912.	671,000	63,100	12,400	12,800	30,700	790,000	2,637,000	1,170,400	186,000	97,600	177,000	4,268,000
1913.	850,000	58,000	13,000	13,000	32,000	966,000	2,814,000	1,303,000	195,000	101,500	180,000	4,593,500

WHEAT—ACRES.												
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900.	1,445,545	.....	26,867	.....	.....	1,472,412	2,398,834	.....	178,992	.....	.....	2,577,826
1901.	1,269,635	133,764	26,010	16,327	.....	1,445,736	2,408,464	1,349,384	184,114	90,924	.....	4,032,886
1902.	1,051,707	.....	22,602	.....	.....	1,074,309	2,500,758	.....	171,913	.....	.....	2,672,671
1903.	913,546	.....	21,544	.....	.....	935,090	2,638,665	.....	176,909	.....	.....	2,815,574
1904.	833,485	.....	20,410	.....	.....	853,895	2,654,936	.....	178,074	.....	.....	2,833,010
1905.	986,329	.....	20,684	.....	.....	1,007,013	2,668,416	.....	187,146	.....	.....	2,855,562
1906.	959,032	.....	20,824	.....	.....	979,856	2,716,711	.....	194,647	.....	.....	2,911,358
1907.	820,678	107,698	20,601	20,419	35,847	1,005,243	2,932,509	1,483,163	194,211	128,779	174,930	4,913,592
1908.	821,766	105,500	17,579	20,600	27,600	993,045	2,774,259	1,542,500	191,865	135,000	150,100	4,793,724
1909.	798,536	100,500	14,447	20,600	26,100	960,183	2,695,585	1,574,100	194,815	138,000	184,000	4,786,500
1910.	872,792	99,400	15,988	21,630	.....	1,007,810	2,757,933	1,649,600	196,795	144,900	.....	4,749,228
1911.	971,203	71,086	13,226	9,917	.....	1,065,432	2,699,230	1,430,677	198,120	84,499	.....	4,412,526
1912.	671,000	63,100	12,400	12,800	30,700	790,000	2,637,000	1,170,400	186,000	97,600	177,000	4,268,000
1913.	850,000	58,000	13,000	13,000	32,000	966,000	2,814,000	1,303,000	195,000	101,500	180,000	4,593,500

Years.	BARLEY—ACRES.					PEAS—ACRES.						
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900.	557,810	.....	5,053	.....	.....	562,863	661,592	.....	.....	.....	.....	661,592
1901.	637,201	104,017	4,396	7,679	.....	753,293	602,724	77,960	.....	148	.....	680,832
1902.	661,622	.....	4,235	.....	.....	665,857	532,639	.....	.....	.....	.....	532,639
1903.	709,839	.....	4,113	.....	.....	713,952	407,133	.....	.....	.....	.....	407,133
1904.	772,434	.....	3,906	.....	.....	776,340	339,260	.....	.....	.....	.....	339,260
1905.	772,633	.....	4,104	.....	.....	776,737	374,518	.....	.....	.....	.....	374,518
1906.	756,163	.....	4,277	.....	.....	760,440	410,356	.....	.....	.....	.....	410,356
1907.	766,891	112,979	4,094	10,234	5,497	899,695	340,977	55,817	.....	1,635	636	399,065
1908.	734,029	109,600	3,416	9,700	5,900	862,645	396,642	51,900	.....	1,500	600	450,642
1909.	695,262	108,400	10,600	.....	5,900	820,162	381,609	46,400	.....	1,500	600	430,109
1910.	626,144	104,000	.....	10,900	.....	741,044	403,414	44,000	.....	11,500	.....	458,914
1911.	616,977	106,010	.....	6,361	.....	729,348	304,491	33,048	.....	195	.....	337,734
1912.	500,000	91,300	2,500	5,600	4,400	603,800	220,000	29,000	560	190	70	249,820
1913.	485,000	89,000	2,500	5,000	4,000	585,500	190,000	26,000	500	200	80	216,780



No. 34.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.—*Concluded.*

Years.	R YE—ACRES.					CORN—ACRES.						
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900.	142,213	.....	.....	.....	.....	142,213	330,772	.....	.....	.....	.....	330,772
1901.	158,236	19,530	.....	1,015	.....	178,781	323,923	.....	55,815	1,757	.....	381,495
1902.	189,318	.....	.....	.....	.....	189,318	371,959	.....	.....	.....	.....	371,959
1903.	179,277	.....	.....	.....	.....	179,277	378,924	.....	.....	.....	.....	378,924
1904.	130,702	.....	.....	.....	.....	130,702	339,882	.....	.....	.....	.....	339,882
1905.	101,292	.....	.....	.....	.....	101,292	295,005	.....	.....	.....	.....	295,005
1906.	79,870	.....	.....	.....	.....	79,870	470,252	.....	.....	.....	.....	470,252
1907.	69,745	22,005	.....	845	49	92,644	544,288	.....	.....	2,055	1,016	547,359
1908.	87,908	20,200	.....	.....	.....	108,108	533,443	33,600	.....	.....	.....	567,043
1909.	94,661	19,000	.....	.....	.....	113,661	322,789	32,200	.....	.....	.....	354,989
1910.	95,397	17,700	.....	.....	.....	113,097	320,519	29,099	.....	.....	.....	349,618
1911.	98,652	20,440	.....	963	.....	120,055	308,350	25,273	.....	.....	.....	333,623
1912.	95,000	19,200	.....	910	.....	115,110	271,700	21,000	.....	150	.....	292,850
1913.	85,000	10,000	.....	300	.....	95,300	260,000	18,000	40	100	.....	278,140

Years.	BUCKWHEAT—ACRES.					TOTAL—ACRES.						
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900.	102,570	.....	69,165	.....	.....	171,735	5,659,336	.....	280,077	.....	.....	5,939,413
1901.	88,266	102,602	70,114	9,345	.....	270,327	5,488,449	1,843,072	284,634	127,195	.....	7,743,350
1902.	93,324	.....	63,022	.....	.....	156,346	5,308,003	.....	261,772	.....	.....	5,569,775
1903.	95,487	.....	61,495	.....	.....	156,982	5,322,871	.....	264,061	.....	.....	5,586,932
1904.	100,608	.....	61,574	.....	.....	162,182	5,161,307	.....	263,964	.....	.....	5,425,271
1905.	101,591	.....	60,565	.....	.....	162,156	5,198,193	.....	272,499	.....	.....	5,470,692
1906.	106,441	.....	57,588	.....	.....	164,032	5,498,828	.....	277,336	.....	.....	5,776,164
1907.	113,039	1,248	58,262	18,657	4,294	195,500	5,588,127	1,782,910	277,168	182,624	222,269	8,053,098
1908.	140,605	91,400	58,444	18,000	3,900	312,349	5,488,652	1,954,700	271,304	184,800	188,100	8,087,556
1909.	176,630	70,600	56,735	18,000	3,840	325,805	5,165,072	1,951,200	265,997	188,700	220,400	7,791,369
1910.	194,913	69,456	56,305	18,000	.....	338,674	5,271,112	2,013,255	267,088	206,930	.....	7,758,385
1911.	189,039	110,609	55,979	7,904	.....	363,531	5,187,942	1,797,143	267,325	109,329	.....	7,362,249
1912.	201,700	114,600	60,500	7,500	2,700	387,000	4,596,400	1,508,600	261,960	124,750	214,870	6,706,580
1913.	193,000	110,000	64,000	11,000	2,700	380,700	4,877,000	1,614,000	275,040	131,100	218,780	7,115,920







Years.	BARLEY.					Oats.					WHEAT.					Corn.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	28.9					70.9					70.9					70.9				
1899.	30.2					65.0					65.0					65.0				
1900.	29.3					81.9					81.9					81.9				
1901.	26.3					76.7					76.7					76.7				
1902.	33.1		25.1			55.1					55.1					55.1				
1903.	34.3		25.1			77.3					77.3					77.3				
1904.	31.8		22.7			61.4					61.4					61.4				
1905.	31.4		23.5			70.9					70.9					70.9				
1906.	33.4		23.2			82.9					82.9					82.9				
1907.	28.3		23.5			64.7					64.7					64.7				
1908.	28.5	19.80	22.2	23.0		78.8	33.50		23.0		78.8	33.50				78.8	33.50			
1909.	27.0	24.02		23.0		70.1	32.50		23.0		70.1	32.50				70.1	32.50			
1910.	30.5	24.49		29.0		77.7			29.0		77.7		29.54			77.7		29.54		
1911.	26.3	22.76		25.77		71.1	30.32		25.77		71.1	30.32				71.1	30.32			
1912.	29.49	23.69	27.42	27.22	32.04	59.06	24.47		27.22		59.06	24.47		58.50		59.06	24.47		58.50	
1913.	30.08	25.43	29.64	26.89	27.73	62.24	32.58		26.89		62.24	32.58		27.50		62.24	32.58		27.50	



No. 35.—STATEMENT showing the Estimated average yield per acre of the grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the Years 1908 to 1913.—*Concluded.*

Years.	RYE.					PEAS.				
	Ontario.					Quebec.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	16.2	.....	.....	.....	.....	15.6	.....	.....	.....	.....
1899.	16.6	.....	.....	.....	.....	20.4	.....	.....	.....	.....
1900.	16.6	.....	.....	.....	.....	21.2	.....	.....	.....	.....
1901.	16.1	.....	.....	.....	.....	16.7	.....	.....	.....	.....
1902.	18.15	.....	.....	.....	.....	14.4	.....	.....	.....	.....
1903.	16.6	.....	.....	.....	.....	21.9	.....	.....	.....	.....
1904.	15.3	.....	.....	.....	.....	19.5	.....	.....	.....	.....
1905.	16.9	.....	.....	.....	.....	19.0	.....	.....	.....	.....
1906.	16.6	.....	.....	.....	.....	18.0	.....	.....	.....	.....
1907.	15.5	.....	.....	.....	.....	21.6	.....	.....	.....	.....
1908.	16.5	16.10	.....	.....	.....	18.7	13.00	.....	19.00	.....
1909.	16.6	17.60	.....	.....	.....	20.0	16.20	.....	24.00	.....
1910.	17.0	17.40	.....	.....	.....	14.9	16.57	.....	21.00	.....
1911.	15.8	15.72	.....	16.00	.....	14.7	15.91	.....	22.40	.....
1912.	18.38	15.44	.....	16.40	.....	14.95	15.11	16.14	25.50	22.33
1913.	18.43	15.60	.....	27.00	.....	18.06	17.34	21.30	33.25	20.25



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Years.	BUCKWHEAT.						FLAX.			
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	15.8									
1899.	16.7									
1900.	18.3									
1901.	19.9									
1902.	20.5		23.8							
1903.	21.5		23.1							
1904.	20.5		20.4							
1905.	21.7		19.1							
1906.	16.8		20.4							
1907.	22.5		24.9							
1908.	23.6	23.10	23.4	31.						
1909.	24.2	28.08	24.7	26.						
1910.	24.1	26.65	24.6	27.						
1911.	20.4	22.57	20.9	21.81						
1912.	26.74	26.44	24.36	26.27	36.83		9.66			
1913.	19.11	23.27	27.85	25.21	24.00	23.38	10.48			



## No. 36.—ESTIMATED Grain Production in Canada.

Note.—F—Fall; S—Spring; W—Winter

Province.		Wheat	Oats	Barley.	Flax	Rye.	Pease.	Buckwheat.	Totals.
1900.		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Ontario	(F. S.)	23,369,737 6,940,333	89,693,327	16,909,751		2,357,635	14,058,198	1,874,261	155,203,242
New Brunswick		504,301	5,281,690	120,222				1,527,610	7,433,823
Manitoba		13,025,252	8,814,312	2,939,477	164,313	25,792	9,048		24,978,194
N. W. Territories		4,028,294	4,226,152	353,216					8,607,662
Totals		47,867,917	108,015,481	20,322,666	164,313	2,383,427	14,067,246	3,401,871	196,222,921
1901.		Bush.	Bush.	Bush.					
Ontario	(F. S.)	16,017,029 5,498,751	78,334,490	16,761,076		2,547,313	10,089,173	1,757,071	131,004,903
New Brunswick		478,886	4,944,992	99,540					5,523,418
Manitoba		50,011,835	27,796,588	6,536,155	266,420	62,261	16,349		84,689,608
N. W. Territories		12,808,447	11,113,066	795,100	195,100				24,911,713
Totals		84,814,948	122,189,136	24,191,871	461,520	2,609,574	10,105,522	1,757,071	246,129,642
1902.		Bush.	Bush.	Bush.					
Ontario	(F. S.)	20,233,669 6,018,024	106,431,439	21,890,602		3,509,332	7,664,679	1,911,683	167,689,428
New Brunswick		453,610	5,313,319	106,701					7,375,421
Manitoba		53,077,267	31,478,160	11,848,422	564,440	49,900	34,154	1,501,731	100,052,343
N. W. Territories		13,956,850	10,661,295	870,417	170,670				25,659,232
Totals		93,769,450	156,884,243	34,716,142	735,110	3,559,232	7,698,833	3,413,414	300,776,424
1903.		Bush.	Bush.	Bush.					
Ontario	(F. S.)	17,242,763 4,650,707	110,228,103	24,378,817		2,970,768	8,924,650	2,019,169	170,444,977
New Brunswick		456,235	5,791,607	105,117					7,777,687
Manitoba		40,116,348	33,035,744	8,707,252	586,950	88,182	41,483	1,424,728	82,575,959
N. W. Territories		16,029,149	14,179,705	1,842,284	292,852				32,343,990
Totals		78,495,202	163,235,159	35,033,470	879,802	3,058,950	8,966,133	3,473,897	293,142,613



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Ontario.. New Brunswick Manitoba N. W. Territories	{ F. { S.	9,160,623	102,173,443	24,567,825		2,001,826	6,629,866	2,065,234	150,070,920
		3,471,103	5,153,262	88,772				1,262,050	6,863,629
		359,545	36,289,979	11 177,970	464,106	125,860			87,229,573
		39,162,458	16,365,846	2206,577	171,487				55,619,397
		16,875,537							
Totals . . . . .		69,029,266	159,982,530	38,041,144	635,543	12,127,686	6,866,629	3,328,284	279,774,319
1905.									
Ontario . New Brunswick Manitoba Saskatchewan Alberta .	{ F. { S.	17,933,961	105,563,572	24,265,394		1,714,951	7,100,021	2,199,652	162,360,178
		3,582,627	3,486,528	96,809				1,157,237	7,145,471
		404,897	45,484,025	14,064,175	326,964	173,075	53,706		115,863,361
		55,761,416	19,213,055	893,396	398,399				46,612,136
		26,107,286	9,514,180	1,773,914	8,337				13,602,955
Totals . . . . .		106,096,711	185,261,360	41,093,688	733,700	1,888,026	7,153,727	3,356,889	345,584,101
1906.									
Ontario..... New Brunswick..... Nova Scotia..... Manitoba..... Saskatchewan..... Alberta.....	{ F. { S.	18,841,774	108,341,455	25,253,011	*23,988,682	1,327,582	7,388,987	1,792,903	190,201,394
		3,267,000	5,695,580	99,355				1,179,998	7,381,786
		406,853	2,100,000	150,000		14,000			2,464,000
		200,000	50,692,977	17,532,552	274,330	100,680	67,301		129,918,254
		61,250,413	23,965,528	1,316,415	710,689		19,480		63,052,210
British Columbia.	{ W. { S.	37,040,098	13,136,913	2,157,957	38,491	22,462	11,423		19,333,269
		1,301,359	1,529,411	625,000					2,687,744
Totals . . . . .		125,505,491	205,461,864	47,134,291	*23,988,682 1,023,510	1,464,724	7,456,288	2,972,901	415,038,654
1907.									
Ontario . . . . . New Brunswick..... Nova Scotia..... Quebec..... Prince Edward Island.....	{ F. { S.	15,545,491	83,524,301	21,718,332	*22,247,931	1,081,706	7,365,036	2,546,468	156,502,916
		2,473,651	5,748,134	96,558				1,451,911	7,707,317
		410,714	4,105,580	283,646		14,088			4,739,632
		336,318	41,327,762	2,885,347		340,000	1,017,223	2,811,810	50,121,869
		47,563	6 313,872	172,371		939	9,088	141,194	7,219,914
Totals, Eastern Provinces.....		21,088,351	141,019,649	25,156,254	*22,247,931	1,436,733	8,391,347	6,951,383	226,291,648



No. 36.—ESTIMATED Grain Production in Canada.—Continued.

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Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Pease.	Buckwheat.	Totals.
1907.								
Manitoba.....	Bush. 39,688,266	Bush. 42,140,745	Bush. 16,752,724	Bush. 317,347	Bush. 83,682	Bush. 27,521	Bush. .....	Bush. 99,010,285
Saskatchewan.....	(W. 27,691,601	23,324,903	1,350,265	1,364,716	.....	.....	.....	53,731,485
Alberta.....	(S. 1,932,925	9,247,914	1,082,460	50,002	10,595	†3,346	.....	14,588,852
British Columbia.....	2,261,610 442,000	1,730,000	88,560	.....	21,600	.....	.....	2,282,160
Totals, Western Provinces.....	72,016,402	76,443,562	19,274,009	1,732,065	115,877	{ *3,346 27,521	.....	169,612,782
Grand Totals.....	92,104,753	217,463,211	44,430,263	{ *22,247,931 1,732,065	1,552,610	{ †3,346 8,418,868	6,951,383	395,904,430
1908.								
Ontario.....	(F. 16,430,476	96,626,419	20,888,569	*23,601,122	1,453,616	7,401,336	3,323,668	171,922,922
	(S. 2,197,716	.....	.....	.....	.....	.....	.....	.....
New Brunswick.....	292,491	5,396,273	75,915	.....	.....	.....	1,372,072	7,136,751
Nova Scotia.....	412,000	4,050,000	223,100	.....	.....	28,500	558,000	5,271,600
Quebec.....	1,424,000	35,478,000	2,170,000	*1,126,000	325,000	675,000	2,111,000	43,309,000
Prince Edward Island.....	425,000	6,124,000	248,000	.....	.....	14,000	129,000	6,940,000
Totals, Eastern Provinces.....	21,181,683	147,674,692	23,605,584	*24,727,122	1,778,616	8,118,836	7,493,740	234,580,273
Manitoba.....	49,252,539	44,686,043	18,135,757	502,206	334,609	147,033	.....	113,058,187
Saskatchewan.....	50,654,629	48,379,838	3,965,724	2,589,352	55,008	.....	†90,713	105,735,264
Alberta.....	(S. 4,001,403	15,922,974	1,949,164	73,762	22,625	.....	†9,697	25,073,147
	(W. 3,093,422	.....	.....	.....	.....	.....	.....	.....
British Columbia.....	464,100	1,816,500	93,000	.....	22,700	.....	.....	2,396,300
Totals, Western Provinces.....	107,466,193	110,805,355	24,143,645	3,165,320	434,942	147,033	†100,410	246,262,898
Grand Totals.....	128,647,876	258,480,047	47,749,229	{ *24,727,122 3,165,320	2,213,558	8,265,869	†100,140 7,493,740	480,843,171
1909.								
Ontario.....	(F. 15,967,653	90,235,579	18,776,777	*22,619,690	1,573,921	7,613,656	4,280,790	163,291,633
	(S. 2,223,567	.....	.....	.....	.....	.....	.....	.....
New Brunswick.....	268,079	5,682,338	70,000	.....	.....	.....	1,405,775	7,426,192
Nova Scotia.....	412,000	4,140,000	243,800	.....	.....	36,000	468,000	5,299,800



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Quebec.....	1,679,000	42,501,000	2,604,000	*1,047,000	335,000	752,000	1,982,000	50,900,000
Prince Edward Island.....	537,000	7,246,000	275,000	.....	.....	19,000	130,000	8,207,000
Totals, Eastern Provinces.....	21,087,299	149,804,917	21,969,577	*23,666,690	1,908,921	8,420,656	8,266,565	235,124,625
Manitoba.....	45,774,707	50,983,056	16,416,634	253,636	50,891	25,527	.....	113,504,451
Saskatchewan.....	90,215,000	105,465,000	7,833,000	4,448,700	.....	.....	.....	207,961,700
Alberta.....	6,250,000	20,000,00	2,500,000	82,450	18,000	11,500	.....	30,861,950
British Columbia.....	2,000,000	.....	.....	.....	.....	.....	.....	.....
.....	460,524	2,162,350	91,474	.....	.....	.....	.....	2,714,348
Totals, Western Provinces.....	144,700,231	178,610,406	26,841,108	4,784,786	68,891	37,027	.....	355,042,449
Grand Totals .....	165,787,530	328,415,323	48,810,685	4,784,786	1,977,812	8,457,683	8,266,655	590,167,074
1910.								
Ontario.....	{ F. 19,837,172 } { S. 2,489,833 }	102,084,924	19,103,107	*24,900,386	1,620,333	6,016,003	4,693,881	180,745,639
New Brunswick.....	265,848	5,847,877	.....	.....	.....	.....	1,390,717	7,504,442
Nova Scotia.....	534,255	5,550,200	316,000	.....	.....	31,500	486,000	6,917,955
Quebec.....	1,827,000	48,927,000	2,547,000	*860,000	308,000	729,000	1,851,000	57,049,000
Prince Edward Island.....	550,000	6,250,000	225,000	.....	.....	12,000	115,000	7,152,000
Totals, Eastern provinces.....	25,504,108	168,660,001	22,191,107	*25,760,386	1,928,333	6,788,503	8,536,598	259,369,036
Manitoba.....	39,916,391	42,647,766	12,960,038	410,928	100,388	33,004	.....	96,068,515
Saskatchewan.....	72,666,399	63,315,295	5,859,018	3,044,138	.....	.....	.....	144,884,850
Alberta.....	5,697,956	.....	.....	.....	.....	.....	.....	.....
Alberta.....	2,206,564	12,158,530	1,889,509	46,155	28,306	.....	.....	22,027,020
Total, Western Provinces.....	120,487,310	118,121,591	20,708,565	3,501,221	128,694	33,004	.....	262,980,385
Grand Totals.....	145,991,418	286,781,592	42,899,672	29,261,607	2,057,027	6,821,507	8,356,598	522,459,421
1911.								
Ontario.....	{ F. 17,926,586 } { S. 2,295,534 }	84,829,232	16,248,129	*21,913,290	1,562,971	4,462,182	3,852,231	153,090,155
New Brunswick.....	254,771	5,970,435	.....	.....	.....	.....	1,173,147	7,398,353
Nova Scotia.....	208,800	2,471,000	164,000	.....	15,400	4,600	172,400	3,036,200
Quebec.....	1,260,000	37,512,000	2,413,000	*766,000	321,000	526,000	2,496,000	45,294,000
Prince Edward Island.....	500,000	4,650,000	175,000	.....	.....	10,000	110,000	5,445,000
Total Eastern Provinces.....	22,445,691	135,432,667	19,000,129	22,679,290	1,899,371	5,002,782	7,803,778	214,263,708



No. 36.—ESTIMATED Grain Production in Canada.—*Concluded.*

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Pease.	Buckwheat.	Totals.
1911— <i>Concluded.</i>								
Manitoba.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
	60,842,636	73,786,683	23,999,239	1,205,727	136,067	45,985		160,232,487
Saskatchewan.....	216,150							
Alberta.....	96,796,588	98,676,270	6,859,804	10,377,701	564,000			212 710 363
	28,132,000	56,964,000	4,151,000	973,000				98 795,000
British Columbia	8,011,000							
	381,876	1,904,333	79,243	40	4,990			2,370,482
Total, Western Provinces.....	194,380,250	231,331,286	35,089,286	12,556,468	705,057	45,985		474,108,332
Grand Totals.....	216,825,941	366,763,953	54,089,415	35,235,758	2,604,428	5,048,767	7,803,778	688,372,040
1912.								
Ontario.....	11,573,000	91,899,000	14,745,000	135,000	1,746,000	3,289,000	5,393,000	*130,845,000
	2,065,000							
New Brunswick.	225,000	5,359,000	69,000			9,000	1,474,000	7,136,000
Nova Scotia.....	258,000	3,175,000	152,000		15,000	4,900	197,000	3,801,900
Quebec.....	1,020,000	30,267,000	2,163,000	12,500	296,000	438,000	3,030,000	*37,226,500
Prince Edward Island	565,000	7 216 000	141,000			1,600	99,000	8,022,600
Totals, Eastern Provinces	15,706,000	137,916,000	17,270,000	147,500	2,057,000	3,742,500	10,193,000	187,032,000
Manitoba.....	58,899,000	53,806,000	14,965,000	1,174,000				128,844,000
Saskatchewan.....	1,143,000							
Alberta.....	92,706,000	105,115,000	5,926,000	18,931,000	537,000			223,821,000
	27,059,000	62,336,000	5,780,000	1,429,000				101,256,000
British Columbia	3,515,000					31,000		2,272,000
	96,000	1,960,000	73,000					
	112,000							
Totals, Western Provinces.....	183,530,000	223,817,000	26,744,000	21,534,000	537,000	31,000		456,193,000
Grand Totals.....	199,236,000	361,733,000	41,014,000	21,681,500	2,594,000	3,773,500	10,193,000	643,225,000
1913.								
Ontario.....				Corn 16,182 000	1,567,000	3,431,000	3,688,000	164,631,000
	17,669,000	105,159,000	14,589,000					
	2,182,000							



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New Brunswick.....	269,000	5,946,000	74,000	.....	.....	11,000	1,782,000	8,082,000
Nova Scotia. ....	267,000	3,291,000	134,00	.....	.....	6,700	277,000	3,983,700
Quebec.....	1,054,000	39,025,000	2,263,000	9,000	156,000	451,000	2,560,000	45,518,000
Prince Edward Island.....	628,000	6,143,000	111,000	.....	.....	1,600	65,000	6,948,600
Totals, Eastern Provinces.....	22,069,000	159,564,000	17,171,000	16,182,000	1,731,000	3,901,300	8,372,000	229,163,300
Manitoba .....	{ F. 388,000	56,759,000	14,305,000	632,000	103,000	.....	.....	125,130,000
	{ S. 52,943,000							
Saskatchewan.....	S.&F.121,559,000	114,112,000	10,421,000	15,579,000	68,000	7,000	.....	261,746,000
Alberta.....	{ F. 4,242,000	71,542,000	6,334,000	1,155,000	398,000	8,500	.....	113,809,500
	{ S. 30,130,000							
British Columbia.....	386,000	2,692,000	88,000	.....	.....	35,000	.....	3,201,000
Totals, Western Provinces.....	209,648,000	245,105,000	31,148,000	17,366,000	569,000	50,500	.....	503,886,500
Grand Totals .....	231,717,000	404,669,000	48,319,000	16,182,000	2,300,000	3,951,800	8,372,000	733,049,800
				17,539,000				



4 GEORGE V., A. 1914

## No. 37.—World's Wheat Production.

Country.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	735,261,000	634,087,000	(1) 674,602,000	737,189,000	(2) 695,443,000	(1) 621,338,000	(1) 730,267,000	(2) 763,380,000
Canada.....	128,000,000	92,662,753	128,647,876	(2) 166,744,000	(7) 149,990,000	(7) 215,851,000	(7) 199,236,000	(5) 231,717,000
Mexico.....	7,000,000	10,000,000	8,000,000	9,600,000	8,000,000	10,400,000	(a) 9,600,000	10,400,000
Total, North America	870,261,000	736,749,753	801,249,876	913,533,000	853,433,000	847,589,000	939,103,000	1,005,497,000
South America—								
Argentina.....	134,931,000	155,993,000	192,489,000	(8) 156,164,000	(10) 131,012,000	(8) 166,192,000	(6) 235,161,000	131,542,000
Chile.....	12,157,000	15,776,000	17,000,000	20,000,000	19,743,000	38,581,000	18,000,000	12,000,000
Uruguay.....	4,606,000	6,867,000	7,430,000	8,000,000	8,000,000	5,984,000	10,000,000	8,000,000
Total South America	151,694,000	178,636,000	216,919,000	184,164,000	158,755,000	210,757,000	263,161,000	151,542,000
Europe—								
Austria-Hungary.....	268,675,000	185,059,000	230,624,000	(6) 187,431,000	(5) 259,272,000	(5) 249,657,000	(5) 254,006,000	(6) 228,870,000
Belgium.....	12,964,000	12,000,000	13,000,000	16,000,000	14,400,000	14,617,000	15,278,000	15,042,000
Bulgaria.....	55,076,000	30,000,000	47,072,000	42,472,000	61,126,000	72,005,000	63,750,000	40,000,000
Denmark.....	4,161,000	4,000,000	4,400,000	3,771,000	4,226,000	4,469,000	3,744,000	4,464,000
Finland.....	100,000	100,000	135,000	.....	.....	.....	.....	.....
France.....	324,919,000	369,970,000	510,526,000	(a) 353,178,000	(4) 263,922,500	(4) 322,342,000	(4) 335,039,000	(4) 322,731,000A
Germany.....	144,754,000	127,843,000	138,442,000	138,617,000	(8) 142,509,000	(9) 149,412,000	(9) 160,226,000	171,770,000A
Greece.....	8,000,000	8,000,000	7,000,000	6,400,000	6,400,000	5,600,000	5,600,000	4,000,000
Italy.....	176,464,000	177,543,000	150,792,000	(c) 189,961,000	(6) 153,339,000	192,397,000	165,721,000	(7) 214,407,000
Montenegro.....	200,000	200,000	200,000	.....	.....	.....	.....	.....
Netherlands.....	4,978,000	5,000,000	5,075,000	4,113,000	4,324,000	5,566,000	4,608,000	4,773,000
Norway.....	303,000	200,000	330,000	312,000	314,000	270,000	302,000	280,000
Portugal.....	9,000,000	6,000,000	5,000,000	4,000,000	4,000,000	11,850,000	8,000,000	5,600,000
Roumania.....	113,867,000	42,237,000	54,813,000	58,873,000	110,828,000	95,657,000	89,413,000	84,192,000
Russia—								
Russia Proper.....	344,765,000	455,000,000	*569,484,000	(1) 790,245,000	(1) 776,619,000	(2) 509,503,000	(2) 727,043,000	(1) 837,787,000
Poland.....	21,152,000	.....	.....	.....	.....	.....	.....	.....
Northern Caucasus.....	85,046,000	.....	.....	.....	.....	.....	.....	.....
Total Europe	450,963,000	.....	.....	.....	.....	.....	.....	.....
Servia.....	13,211,000	8,375,000	14,000,000	15,200,000	11,600,000	15,311,000	14,400,000	11,024,000
Spain.....	140,656,000	100,331,000	119,970,000	144,105,000	(9) 137,449,000	(10) 148,497,000	109,784,000	110,098,000



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Sweden.....	6,650,000	5,953,000	6,756,000	6,910,000	7,522,000	8,234,000	7,797,000	7,304,000
Switzerland.....	4,000,000	4,000,000	3,527,000	3,568,000	3,417,000	3,524,000	3,178,000	3,509,000
Turkey.....	25,000,000	16,000,000	25,000,000	32,000,000	32,000,000	136,000,000	136,000,000	.....
United Kingdom.....	62,481,000	58,275,000	55,585,000	63,197,000	58,235,000	64,313,000	57,403,000	56,691,000
Europe.....	1,826,422,000	1,616,086,000	1,761,731,000	2,066,353,000	2,051,502,000	2,009,224,000	2,161,292,000	2,122,542,000
Asia—								
British India (including such native states as report.....	320,288,000	315,386,000	229,092,000	283,495,000	357,109,000	374,845,000	366,930,000	358,389,000
Cyprus and Malta.....	2,410,000	2,000,000	2,700,000	3,200,000	3,200,000	2,800,000	2,560,000	2,400,000
Japanese Empire.....	20,461,000	23,132,000	22,466,000	22,296,000	23,703,000	24,851,000	25,692,000	27,026,000
Persia.....	16,000,000	16,000,000	16,000,000	14,000,000	13,600,000	13,600,000	16,000,000	.....
Russia—								
Central Asia.....	11,486,000	.....	.....	.....	.....	.....	.....	138,003,000
Siberia.....	45,833,000	56,000,000	.....	.....	.....	.....	.....	.....
Trans-Caucasia.....	108,000	.....	.....	.....	.....	.....	.....	.....
Turkey.....	57,427,000	35,000,000	35,000,000	32,000,000	32,000,000	32,000,000	32,000,000	.....
Total, Asia.....	451,586,000	447,518,000	305,253,000	354,991,000	429,612,000	448,046,000	443,182,000	525,818,000
Africa—								
Algeria.....	34,080,000	31,120,000	28,000,000	34,769,000	39,375,000	36,596,000	27,172,000	27,558,000
Cape of Good Hope.....	2,000,000	2,000,000	2,000,000	2,800,000	2,800,000	2,400,000	2,400,000	.....
Egypt.....	12,000,000	12,000,000	25,000,000	12,000,000	12,000,000	38,046,000	30,900,000	.....
Natal.....	8,000	6,000	3,000	.....	.....	.....	.....	.....
Soudan.....	542,000	500,000	500,000	.....	.....	.....	.....	.....
Tunis.....	4,409,000	6,000,000	2,838,000	6,430,00	5,512,000	8,635,000	4,226,000	5,512,000
Total, Africa).....	53,039,000	51,626,000	58,341,000	55,999,000	59,687,000	85,677,000	64,698,000	33,070,000
Australia.....	70,681,000	68,185,000	45,987,000	62,591,000	90,642,000	71,868,000	79,080,000	113,344,000
New Zealand.....	7,013,000	5,782,000	5,743,000	8,773,000	8,235,000	7,903,000	7,237,000	6,000,000
Total, Australia.....	77,694,000	73,967,000	51,730,000	71,364,000	98,877,000	79,776,000	86,317,000	119,344,000
Grand total.....	3,430,696,000	3,104,582,753	3,195,228,876	3,646,404,000	3,651,866,000	3,681,119,000	3,957,753,000	3,957,813,000

\*Includes Asiatic Russia.



No. 38.—World's Oat Production.

Country.	1906	1907	1908	1909	1910	1911	1912.	1913
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States . . . . .	(1) 964,905,000	(2) 754,443,000	(2) 807,156,000	(2) 948,097,000	(1) 1,060,484,000	922,298,000	1,418,337,000	1,121,768,000
Canada . . . . .	(6) 251,194,000	(6) 210,869,000	(5) 258,480,047	(5) 353,466,000	(5) 323,449,000	348,586,000	361,733,000	404,669,000
Mexico . . . . .	17,000	17,000	17,000					
Total, North America . . . . .	1,216,116,000	965,329,000	1,065,653,047	1,301,563,000	1,383,933,000	1,270,884,000	1,780,070,000	1,526,437,000
Argentina . . . . .				30,103,000	38,321,000	65,101,000	109,065,000	66,139,000
Europe—								
Austria-Hungary . . . . .	(5) 251,368,000	(5) 257,172,000	(6) 222,374,000	(6) 254,657,000	(6) 211,697,000	237,641,000	229,908,000	270,381,000
Belgium . . . . .	45,228,000	45,000,000	44,000,000			38,921,000	33,134,000	42,188,000
Bulgaria . . . . .	18,793,000	18,000,000	8,500,000	8,805,000	12,417,000	19,243,000	11,347,000	14,306,000
Denmark . . . . .	40,179,000	40,000,000	41,000,000	47,315,000	43,390,000	47,354,000	50,045,000	49,847,000
Finland . . . . .	18,000,000	18,000,000	19,000,000					
France . . . . .	(4) 256,943,000	(1) 314,132,000	(4) 287,190,000	(4) 360,605,000	(4) 337,812,000	328,706,000	353,516,000	352,338,000
Germany . . . . .	(3) 580,875,000	(3) 630,324,000	(3) 530,131,000	(3) 595,110,000	(3) 515,578,000	499,548,000	552,461,000	633,389,000
Italy . . . . .	18,000,000	20,000,000	18,000,000	40,849,000	26,894,000	39,563,000	26,642,000	40,912,000
Netherlands . . . . .	19,588,000	20,000,000	21,000,000	19,938,000	19,160,000	19,440,000	13,929,000	23,308,000
Norway . . . . .	9,297,000	6,000,000	11,315,000	9,656,000	11,267,000	9,592,000	10,635,000	11,117,000
Roumania . . . . .	26,165,000	17,842,000	17,212,000	26,233,000	28,723,000	16,043,000	20,101,000	34,496,000
*Russia—								
Russia Proper . . . . .	544,933,000	728,351,900	743,506,000					
Poland . . . . .	66,425,000	72,573,000	66,136,000	(1) 1,103,399,000	(2) 985,633,000	807,890,000	1,004,782,000	1,036,239,000
Northern Caucasus . . . . .	21,933,000	19,697,000	24,860,000					
	(2) 633,291,000	(1) 820,621,000	(1) 834,502,000					
Servia . . . . .	4,642,000	2,984,000	3,000,000					
Spain . . . . .	45,632,000	16,998,000	28,114,000	32,289,000	27,312,000	31,867,000	21,680,000	25,260,000
Sweden . . . . .	64,550,000	67,741,000	72,773,000	76,045,000	83,553,000	71,493,000	82,604,000	80,470,000
Switzerland . . . . .						4,565,000	3,780,000	4,792,000
Turkey . . . . .								
United Kingdom . . . . .	190,024,000	198,718,000	191,362,000	205,022,000	203,992,000	186,894,000	188,949,000	189,558,000
Total, Europe . . . . .	2,222,575,000	2,493,532,000	2,349,473,000	2,779,914,000	1,507,428,000	2,367,760,000	2,603,516,000	2,874,741,000
Asia—								
Cyprus . . . . .	359,000	400,000	340,000					



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Japan.....			4,769,000	2,247,000	4,155,000	4,552,000	5,077,000
Russia—							
Central Asia.....	9,805,000	18,048,000					125,449,000
Siberia.....	69,873,000	67,114,000					
Trans-Caucasia.....	35,000	14,000					
	79,713,000	85,176,000					
Total, Asia.....	80,072,000	85,576,000	4,769,000	2,247,000	4,155,000	4,552,000	130,526,000
Africa—							
Algeria.....	7,000,000	7,000,000	10,045,000	12,478,000	11,382,000	11,624,000	16,916,000
Cape of Good Hope.....	3,000,000	3,000,000					
Natal.....	7,000	8,000					
Soudan.....							
Tunis.....	2,411,000	2,000,000	5,123,000	5,057,000	4,377,000	1,945,000	3,891,000
Total, Africa.....	12,418,000	12,008,000	15,168,000	17,535,000	15,759,000	13,569,000	20,807,000
Australia.....	10,805,000	14,041,000	18,631,000				
New Zealand.....	13,108,000	11,555,000	21,687,000		22,554,000	16,623,000	13,412,000
Total, Australia.....	23,913,000	25,596,000	40,318,000		22,554,000	16,623,000	13,412,000
Grand total....	3,555,094,000	3,582,041,000	4,171,835,000	3,949,461,000	3,746,213,000	4,527,395,000	4,565,923,000

\*Includes Asiatic Russia.



No. 39. World's Barley Production.

Country.	1906	1907.	1908.	1909	1910	1911.	1912.	1913.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America--								
United States.....	(2) 178,916,000	(3) 153,597,000	(3) 166,756,000	(2) 170,281,000	(2) 162,227,000	100,240,000	223,821,000	178,189,000
Canada.....	(8) 50,820,000	(8) 45,235,000	(8) 47,749,229	(8) 55,398,000	(9) 45,148,000	40,631,000	44,014,000	48,319,000
Mexico.....	7,000,000	7,000,000	7,000,000					
Total, North America...	236,736,000	205,832,000	221,505,229	225,682,000	207,375,000	200,871,000	267,838,000	226,508,000
Argentina.....				1,421,000				8,038,000
Europe--								
Austria-Hungary.....	(3) 151,805,000	(4) 146,494,000	(1) 130,665,000	(4) 151,141,000	(4) 132,948,000	151,156,000	151,371,000	159,192,000
Belgium.....	4,349,000	4,000,000	4,500,000			4,595,000	4,216,000	4,146,000
Bulgaria.....	12,882,000	10,000,000	8,500,000	9,323,000	15,754,000	20,326,000	18,372,000	16,333,000
Denmark.....	22,049,000	22,000,000	20,000,000	23,289,000	21,306,000	23,025,000	25,837,000	26,067,000
Finland.....	5,000,000	5,000,000	6,000,000					
France.....	36,538,000	45,095,000	40,585,000	47,913,000	45,820,000	49,861,000	52,274,000	50,248,000
Germany.....	(4) 142,901,000	(2) 160,650,000	(2) 140,539,000	(3) 160,617,000	(3) 133,389,000	145,134,000	159,926,000	168,799,000
Italy.....	8,000,000	8,000,000	8,000,000	10,952,000	9,483,000	10,883,000	8,403,000	10,803,000
Netherlands.....	3,260,000	4,000,000	4,500,000	3,321,000	3,383,000	3,584,000	3,960,000	3,296,000
Norway.....	3,262,000	2,500,000	3,028,000	2,731,000	2,973,000	2,682,000	3,274,000	2,917,000
Roumania.....	33,539,000	20,062,000	12,873,000	20,643,000	29,604,000	26,117,000	21,128,000	27,650,000
Switzerland.....				473,000	459,000	454,000	427,000	450,000
*Russia--								
Russia Proper.....	243,619,000	277,501,000	297,451,000					
Poland.....	23,351,000	25,397,000	23,790,000					
Northern Caucasus.....	37,306,000	41,206,000	46,220,000					
Totals, Europe.....	(1) 301,276,000	(1) 344,101,000	(1) 367,461,000	(1) 474,168,000	(1) 459,538,000	414,201,000	468,241,000	549,775,000
Servia.....	4,848,000	3,137,000	4,000,000					
Spain.....	(5) 91,185,000	(7) 53,598,000	(6) 69,596,000	(6) 81,572,000	(6) 76,309,000	86,793,000	59,994,000	63,742,000
Sweden.....	14,328,000	13,553,000	15,520,000	13,950,000	15,555,000	14,696,000	14,156,000	15,000,000
United Kingdom.....	(7) 69,673,000	(6) 69,258,000	(7) 63,579,000	(7) 71,817,000	(7) 67,473,000	60,211,000	60,685,000	68,356,000
Totals, Europe.....	907,895,000	911,451,000	899,349,000	1,074,917,000	1,013,994,000	1,013,721,000	1,052,264,000	1,166,774,000







No. 40.— SUMMARY of Revenue accrued under The Canada Grain Act for the Fiscal years ended June 30, 1904, 1905, 1906, and March 31, 1907 (9 mos.), 1908, 1909, 1910, 1911, 1912 and 1913.

	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Toronto, grain inspection and samples sold.....	3,111 68	1,639 50	2,682 72	2,696 36	1,667 76	3,733 29	1,307 28	1,438 05	1,929 60	694 28
Montreal, grain inspection and samples sold.....	4,599 20	4,838 95	3,261 65	1,865 95	2,743 30	1,961 92	1,390 08	2,430 02	3,329 45	1,630 31
Manitoba Inspection Division, Grain inspection and weighing, elevator, warehouse and other licenses, samples sold and vessel overtime.....	53,157 43	57,117 58	96,153 26	67,859 74	119,934 60	129,679 05	158,638 35	166,256 52	223,950 74	318,880 82
Toronto, inspection of hay.....	28 20	11 80	4 00	40 30	35 45	72 00	57 27	255 16	508 23	486 80
Montreal, weighing.....									49 00	464 50
Peterborough, grain inspection and samples sold.		680 70	240 75	275 60	384 40	482 00	287 20	255 70	290 66	275 60
Peterborough, inspection of hay.....								2 10		
Peterborough, weighing.....								54 90	16 20	39 90
Kingston, grain inspection and samples sold..		369 07	256 82	176 80	139 63	69 30	95 84	177 19	69 77	68 98
Casual revenue.....			50 60	1 20	0 50					
Totals.....	60,896 51	64,657 60	102,649 80	72,915 95	124,905 64	135,997 56	161,776 02	170,869 64	230,143 65	322,541 19



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No. 41.—STATEMENT of Revenue and Expenditure on account of Inspection of Grain for Eastern and Western Grain Inspection Divisions, with totals for the undermentioned years.

Fiscal Year.	REVENUE.			EXPENDITURE.		
	Western	Eastern	Total.	Western	Eastern	Total.
	Division.	Division.		Division.	Division.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1900.....	26,080 46		26,080 46	25,183 43		25,183 43
1901.....	16,282 55		15,282 55	25,773 04		25,773 04
1902.....	56,977 46	8,969 20	65,946 66	35,989 64	10,204 13	46,193 77
1903.....	73,256 74	11,051 31	84,308 05	49,051 53	14,775 91	63,827 44
1904.....	53,157 43	7,739 08	60,896 51	51,386 52	17,695 19	69,081 71
1905.....	57,117 58	7,540 02	64,657 60	65,347 62	18,570 73	83,918 35
1906.....	96,153 26	6,445 94	102,599 20	86,456 54	18,467 08	104,923 62
1907 (9 months) ..	67,859 74	5,055 01	72,914 75	70,531 08	13,941 79	84,472 87
1908.....	119,934 60	4,970 54	124,905 14	108,046 25	18,085 04	126,131 29
1909.....	129,679 05	6,318 51	135,997 56	135,960 21	18,808 25	154,768 46
1910.....	158,638 35	3,194 94	161,833 29	161,008 05	18,947 93	179,955 98
1911.....	166,256 52	4,613 12	170,869 64	183,380 86	15,351 26	198,732 12
1912.....	223,950 74	6,192 91	230,143 65	206,111 20	15,734 87	221,846 07
1913.....	318,880 82	3,660 37	322,541 19	321,156 35	16,124 93	337,281 28

STATEMENT showing Fees chargeable under The Canada Grain Act.

Inspection of Grain.—Per car, 50 cents; in cargoes, 50 cents per 1,000 bushels; in sacks,  $\frac{1}{3}$ c. per central.

Weighing of Grain.—Per car, 30 cents; in cargoes, 30 cents per 1,000 bushels.



No. 42.—QUANTITY of Wheat Exported from

Fiscal Years.	Great Britain.	Austral- asia.	British Africa.	British West Indies.	New- found- land.	Other British Possess- ions.	Total British Empire.	Belgium.	Den- mark.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.....	4,509,195						4,509,195	66,000	
1875.....	3,967,495						3,967,495		
1876.....	4,376,740						4,376,740		
1877.....	2,035,831				8,378		2,044,209		
1878.....	3,402,625				2,395		3,405,020		
1879.....	4,951,545				890		4,952,435		
1880.....	4,120,027						4,120,027	55,164	
1881.....	2,329,958				22,000		2,351,958		
1882.....	3,255,495						3,255,495	28,146	
1883.....	4,877,276				9		4,877,285	38,307	
1884.....	689,626			2			689,628		
1885.....	1,978,201				10		1,978,211		
1886.....	3,089,706				5		3,089,711		
1887.....	5,048,084			45,265	15		5,093,364	26,806	
1888.....	1,377,783				4		1,377,787		
1889.....	449,686				16		449,702	4,643	
1890.....	410,796				3		410,799		
1891.....	1,015,954			150	3		1,016,107		
1892.....	6,810,664				34		6,810,698	5,718	
1893.....	8,617,967				3		8,617,970	59,478	
1894.....	9,090,310				14		9,090,324		41,825
1895.....	8,786,798				19		8,786,817		
1896.....	9,729,368	62,965		40	35		9,792,408		
1897.....	7,717,292	100,805			15		7,818,112		
1898.....	18,091,962			600	599		18,093,161	455,688	
1899.....	9,917,572			3,150	50		9,920,772	176,518	
1900.....	15,975,858	7			6		15,975,871	438,046	
1901.....	8,630,066			1,000	14		8,631,080	652,530	
1902.....	25,244,489			6	4		25,244,499	586,861	
1903.....	30,726,947	103,785	115,615	23	6	2,226	30,948,602	706,733	
1904.....	16,346,793	8,001	110,306	10	20	13,104	16,478,234	267,646	
1905.....	11,280,407		8,112		15		11,288,534	393,549	
1906.....	36,027,692	200	69,780				36,097,672	352,407	
1907 (9 mos).....	24,432,786	1,833	49,712	15	40	9	24,484,395	105,784	
1908.....	43,002,541		99,688		11		43,102,240	389,819	
1909.....	45,891,249		5,766		10,035		45,907,050	1,651,574	
1910.....	46,589,228		105,471	25		10	46,694,734	547,346	
1911.....	43,637,625	239	53,246	36	205	15	43,691,366	823,874	
1912.....	60,343,037	18	45,444	13	276	144	60,388,932	1,696,953	
1913.....	77,722,465		106,963	4,838	38	90	77,834,394	3,072,736	200,137



## Canada by Countries, Years 1874 to 1913.

France.	Germany.	Holland.	Italy.	Japan.	Mexico.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
131,820						1,874,202		2,072,022	6,581,217
						415,527		415,527	4,383,022
						1,693,629	24	1,693,653	6,070,393
						348,946		348,946	2,393,155
1						988,514		988,515	4,393,535
454						1,657,835		1,658,289	6,610,724
	3,991					911,323		970,478	5,090,505
	35	51,000				120,668	12	171,715	2,523,673
						561,394		589,540	3,845,035
59,345						878,471	14,050	990,173	5,867,458
						55,898		55,898	745,526
	17,335					345,410		362,745	2,340,956
	19,685					309,772		329,457	3,419,168
	170,048					341,508		538,362	5,631,726
	8,269					777,698		785,967	2,163,754
						36,560		41,203	490,905
	4,752					6,723		11,475	422,274
						1,092,109		1,092,109	2,108,216
	275,961	131,896				1,489,881		1,903,456	8,714,154
	22,555	117,248				454,633	1	653,915	9,271,885
	7,774	7,648				124,619	18	181,884	9,272,208
	18,682					20,190		38,872	8,825,689
	11,650					115,484		127,134	9,919,542
	20,559					16,603		37,162	7,855,274
37,522	199,747	92,359				84,630		869,946	18,963,107
107,288	30,773	12,000	40,617		150	17,337	15	384,698	10,305,470
143,692	92,839	11,115	100,298			82,785	4	868,779	16,844,650
91,550	28,369	4,903	278,140			53,186		1,108,678	9,739,758
195,280	8,000	6,603	61,199			15,088		873,031	26,117,530
	237,063	101,433	99,010			892,904		2,037,143	32,985,745
		21,137		749		11,262		300,794	16,779,028
						3,018,232		3,411,781	14,700,315
68,836	17,182	1,050			30,261	3,831,988	6	4,301,730	40,399,402
55,928				1,800		804,937	27,283	995,732	25,480,127
47,679						114,926	4	552,428	43,654,668
103,113	6,015	237,455	267,443		99,234	650,601	*214,964	3,230,399	49,137,449
223,309	72,000	270,157			77,623	1,856,181		3,046,616	49,741,350
63,991	167,196	225,147		8	585,854	242,660	2,019	2,110,749	45,802,115
	890,003	429,485		12,364	49,220	997,662	1,667	4,077,354	64,466,286
45,469	777,614	1,162,636		238,493		9,834,530		15,331,615	93,166,009

\*Russia, 214,960.



4 GEORGE V., A. 1914

No. 43.—QUANTITY of Oats Exported from Canada by Countries, Years 1874 to 1913.

Fiscal Years.	Great Britain.	British Africa.	British Guiana.	British West Indies.	Bermuda.	Newfoundland.	Other British Possessions.	Total British Empire.	Belgium.	Philippines.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874	788,654			19,999		48,933		857,586		
1875	1,524,648			32,515		78,814		1,635,977		
1876	1,984,574		680	41,457		78,038		2,104,749		
1877	2,696,703		60	43,337		98,430		2,838,530		
1878	2,181,815		2,323	42,072		87,582		2,313,792		
1879	1,909,983		7	42,402		85,433		2,037,818		
1880	3,032,940			77,393		100,655		3,210,995	244,883	
1881	2,504,331		14,890	94,561		88,118		2,701,900	67,626	
1882	1,839,710		24,317	116,489		93,106		2,073,622	38,599	
1883	129,117		55,133	109,230		109,855		403,335		
1884	901,069		87,309	161,700		133,306	9	1,283,393		
1885	1,866,221		24,087	122,547		135,771		2,148,626		
1886	3,280,787		48,901	141,511		113,666		3,584,865		
1887	1,627,629		41,902	150,517		127,211		1,947,259		
1888	177,194		70,772	117,861		125,344		491,174	20,927	
1889	2,568		22,002	165,480		126,288		316,338		
1890	454,090		23,759	148,975		100,729		727,553		
1891	16,528		11,719	100,070		127,342		255,659		
1892	5,743,720		44,989	290,421		125,841		6,204,971		
1893	6,261,258		23,113	365,022		192,765		6,842,158	294,936	
1894	1,738,666		58,501	331,067		186,292		2,314,526	76,888	
1895	257,253		41,956	254,264		169,954		723,427		
1896	487,252		34,048	180,887		179,433		881,620		
1897	5,409,808		86,340	224,275		162,913		5,883,336	269,511	
1898	8,143,107		45,901	160,816		144,050		8,493,904	430,508	
1899	8,977,646	33,934	36,399	460,597		153,915	71	9,628,658	125,416	
1900	6,028,704	25,258	48,733	336,238		194,053		6,641,662	113,996	
1901	6,611,396	642,810	25,277	410,881		182,999		7,255,811	688,370	
1902	3,544,674	372,326	53,233	371,251		103,370		4,715,341	113,746	
1903	5,623,116	38,654	62,473	441,198		238,094	124,320	6,861,527	228,504	
1904	3,607,938	3,150	40,079	390,137		302,583	5	4,379,396	42,030	
1905	1,617,310	512	41,011	207,760		242,883	145,524	2,257,638	2,655	
1906	1,885,166	3,313	38,327	189,037		227,242	63,609	2,403,893	124,292	
1907	3,853,295	8,262	41,050	205,551		223,450	50,788	4,377,447	2,352	
1908	5,617,102	571	50,483	191,348		261,572	163,258	6,292,025	28,200	176,794
1909	2,588,995	1,690	12,967	134,813		259,494	54,343	3,051,183	19,983	207,035
1910	1,024,491	6,280	11,383	165,423		256,477	98,371	1,557,835		279,461
1911	4,028,746	2,693	12,333	183,447	109,585	239,537		4,579,928	261,181	55,943
1912	7,014,645	5,172	18,358	245,774	137,294	404,431	5,660	7,828,855	214,964	23,084
1913	7,293,004		22,887	438,759	113,676	488,558	18,558	8,380,614	85,845	122,580



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Fiscal Years.	Cuba.	Danish West Indies.	France.	Germany.	Holland.	Mexico.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.	605	453					1,051	138,125	280	140,514	998,100
1875.	848	1,428					782	1,350,692	112	1,353,862	2,989,839
1876.	1,074	300	449,021				687	88,372	30	539,484	2,644,233
1877.	2,713		55,495				1,168	72,378		131,754	2,970,284
1878.	6,194	31					587	19,378	44	26,234	2,340,026
1879.	103	52	303,218				1,402	8,940	21,757	335,472	2,373,290
1880.	499	38	778,247				712	481,138	528	1,506,045	4,717,040
1881.	385	405	90,704				2,149	54,707	8	224,632	2,926,532
1882.	1,260		235,829				940	1,796,104	600	2,073,332	4,146,954
1883.	10,383		18				1,542	607,953	822	620,718	1,024,053
1884.	9,426						2,491	22,985	28,365	63,327	1,346,720
1885.			44,126	38,982	18,651		1,068	94,971	12,578	210,376	2,359,002
1886.	88	40	215,261	106,878			2,697	240,159		565,123	4,149,988
1887.	2,221			56,204			2,214	40,342		100,981	2,048,240
1888.	760	15	25,276				3,286	25,183	100	75,547	566,721
1889.	468	80					3,004	16,789	506	20,847	337,185
1890.	12	60					1,729	27,530	908	30,239	757,792
1891.	276						2,010	2,264	360	4,910	260,569
1892.	6,966	400		1,900	11,915		7,221	165,947	15,009	209,358	6,414,329
1893.	327	6,197		14,971	49,076		2,761	63,300	180	431,748	7,273,906
1894.	75	254	60,216	181,731	110,453		1,769	63,342	9,448	504,176	2,818,702
1895.	12,756	1,275					3,317	175,043	11,157	203,548	926,975
1896.	10,775	895		19,435			2,396	45,320	7,696	86,517	968,137
1897.	144	1,230		344,544			3,056	43,470	1,590	663,545	6,546,881
1898.	577	596	102,459	637,400	133,615		2,390	65,574	9,440	1,382,559	9,876,463
1899.	875	998		407,757	9,369		2,766	129,954	7,199	684,334	10,312,992
1900.	1,350	554	133,676	28,727	882		3,087	137,785	1,171	287,552	6,929,214
1901.	544						9,304	63,446	3,912	899,252	8,155,063
1902.		6					3,360	137,081	60,589	314,782	5,030,123
1903.	166,024	170	2,648				4,508	120,702	209,094	731,650	7,593,177
1904.	65,471	127			7,901		3,334	189,037	7,945	315,845	4,695,241
1905.	26,982	76					1,537	78,533	78	109,861	2,367,499
1906.	6,782	48	1,500	6,555	1,514		1,636	152,602	1,339	296,410	2,700,303
1907.	28,669			1,061			1,013	125,188	1,236	161,989	4,539,436
1908.	222,936			4,563			1,257	350,991		831,266	7,123,291
1909.	361,007			1,690			3,828	1,554,251	3,064	2,204,427	5,255,610
1910.	265,239						2,354	1,285,660	500	1,843,895	3,401,730
1911.	339,054				56,643		3,143	128,538	3,873	851,734	5,431,662
1912.	599,186			908	1,618		2,178	203,560	5,447	1,051,820	8,880,675
1913.	144,258				8,870		1,678	1,726,580	8,129	2,097,940	10,478,554

\*Includes Spanish West Indies.

\*5,660 Bushels to Australia.



No. 44.—QUANTITY of Barley Exported from

Fiscal Years.	Great Britain.	British Africa.	British West Indies.	Newfound-land.	Other British Possessions.	Total British Empire.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.....	24		40	3,119		3,183
1875.....			76	5,134		5,210
1876.....	22		75	3,493		3,590
1877.....	95,696		71	6,894		102,661
1878.....	764,062		1,217	3,176		768,455
1879.....	186,580		1,154	2,847		190,581
1880.....	486,806		293	6,658		493,757
1881.....	69,188		49	6,386		75,623
1882.....	6,306		8	4,881		11,195
1883.....	68,729		37	6,784		75,550
1884.....	65,238		74	7,161		72,473
1885.....	30,077			9,004		39,081
1886.....	19,153		1	6,861		26,015
1887.....	10,443			8,801		19,244
1888.....	1,687		65	7,850		9,602
1889.....	6,312			7,394		13,706
1890.....	27,132		40	8,973		36,145
1891.....	132,650			7,714		140,364
1892.....	2,439,959			1,792		2,441,751
1893.....	550,695		299	4,494		555,488
1894.....	97,971		319	5,564		103,854
1895.....	30,365		224	3,569		34,158
1896.....	45,769		12	1,019		46,800
1897.....	534,096		50	1,130	32	535,308
1898.....	308,424		51	857		209,332
1899.....	116,131			383		116,514
1900.....	1,753,135			818	447	1,754,400
1901.....	2,009,708	833	1,199	711	275	2,012,726
1902.....	345,936	1,695	25	12		347,668
1903.....	626,006	15,885	133	14	2,500	644,538
1904.....	703,166	311	3,411	384	204	707,476
1905.....	787,577		4	87	89	787,757
1906.....	790,804		58	2	48	790,912
1907.....	1,115,979		2		2	1,115,983
1908.....	1,392,783	6	10	12	66	1,392,877
1909.....	2,160,890		41	2	28	2,160,961
1910.....	1,431,922		5	115	43	1,432,085
1911.....	1,116,116		8	61	160	1,116,345
1912.....	921,757			221	112	922,090
1913.....	5,556,090		2	54	45	5,556,191



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Canada by Countries, Years 1874 to 1913.

Belgium.	Germany.	Holland.	Italy.	Mexico.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
					34,745,087		3,745,087	3,748,270
					5,513,844		5,413,844	5,419,054
					10,164,551	35	10,164,586	10,168,176
					6,243,033	3	6,243,036	6,345,697
	500				6,498,444		6,498,944	7,267,399
					5,193,324	17	5,193,341	5,383,922
13,400					6,732,403	2	6,745,805	7,239,562
					8,724,931	25	8,724,956	8,800,579
					11,577,251		11,577,251	11,588,446
					8,741,626	40	8,741,666	8,817,216
7,160					7,700,581	48	7,707,789	7,780,262
					9,028,314		9,028,314	9,067,395
					8,528,287		8,528,287	8,554,302
					9,437,717	13	9,437,720	9,456,964
					9,360,521	35	9,360,556	9,370,158
					9,934,501		9,934,501	9,948,207
					9,939,745	18	9,939,763	9,975,908
					4,751,953	10	4,751,963	4,892,327
		39,849			2,721,168		2,761,017	5,202,768
					1,341,398	53,762	1,485,160	2,040,648
					493,551		493,551	597,405
					1,674,193	19	1,674,212	1,708,370
	6,128				787,787	10	793,925	840,725
18,954	30,489				1,246,343		1,295,786	1,831,094
	50,216				84,083	25	134,324	443,656
					122,374	60	122,434	238,948
202,078	27,039		8,297		164,468		401,882	2,156,282
176,515			5,083		190,547	1,500	373,645	2,386,371
78,961			13,027		17,461		109,449	457,117
257,926			7,436		37,112		302,474	947,012
181,172	1,250	72,513			86,175	9,084	350,194	1,057,670
120,990	23,975	7,375			101,111		253,451	1,041,208
23,890	5,581	2,400			47,245		89,116	880,028
16,699				46,354	19,094		82,147	1,198,130
276,031	1,256			95,912	210,788	13,580	597,567	1,990,444
250,798		93,420		188,060	266,096		798,374	2,959,335
183,752	54,380	129,853		97,230	147,596		612,816	2,044,901
111,288		14,000		217,325	86,295		428,908	1,545,253
	17,000			202,609	919,967	1	1,139,577	2,061,667
29,647		31,929		64,923	773,281	4	899,784	6,455,975



4 GEORGE V., A. 1914

No. 45.—QUANTITY of Wheat Flour Exported from Canada, by Countries,  
Years 1874 to 1913.

Fiscal Years.	Great Britain.	Australasia.	Bermuda.	British Africa.	British Guiana.	British West Indies.	Hong Kong.	Malta.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874	307,391					127		
1875	158,821					41		
1876	204,445					14		
1877	128,875					175		
1878	339,869				1	358		
1879	445,074					1,609		
1880	449,368					759		
1881	76,008					79		
1882	370,775					325		
1883	359,724					306		
1884	158,926					117		
1885	86,168					64		
1886	235,027					433		
1887	345,769					229		
1888	229,420					219		
1889	79,437					26		
1890	87,071					200		
1891	181,543					399		
1892	240,329	1			3,270	8,219		
1893	204,687	1			2,798	11,460		
1894	203,467				3,940	7,831		
1895	104,501				300	3,561	4,500	
1896	89,428	1,193			300	335	1,275	
1897 (9 mos.)	246,754	91,641				199	3,000	
1898	908,399	25,351			2,189	15,288	1,000	
1899	540,971	17,107			2,178	21,890	1	
1900	455,075	39,560		31,457	1,110	12,635	2	
1901	770,714	47,484		500	2,030	33,722		
1902	648,199	69,118		85,913	7,918	36,775		
1903	633,250	171,763		143,949	23,999	43,624	363	
1904	940,040	13,148		155,261	26,058	49,007	570	
1905	592,538	6,616	24,329	181,899	20,288	107,483		566
1906	943,777	6,281	6,241	119,766	14,083	76,112	725	5,146
1907	633,493	4,871	2,674	81,572	13,481	49,732	2,308	7,715
1908	1,130,617	255	7,171	208,157	29,052	78,845	8,892	5,489
1909	1,029,086	476	6,541	187,738	28,133	69,172	19,135	1,618
1910	1,877,436	991	16,502	234,259	35,569	189,685	20,768	1,782
1911	1,884,655	2,225	19,228	189,098	50,724	365,474	14,951	2,621
1912	2,338,851	3,108	17,447	*199,227	51,161	369,859	24,770	3,735
1913	2,880,157	20	17,367	317,376	67,205	363,673	40,103	5,662

\*Includes British East Africa 2,974.

\*Includes British West Africa 8,866.



SESSIONAL PAPER No. 10d

No. 45.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1913.—*Continued.*

Fiscal Years.	New-found-land.	Other British.	Total British Empire.	China.	Den-mark.	Hol-land.	Japan.	Nor-way.	Sweden.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874.....	82,682		390,200						
1875.....	99,735		258,597						
1876.....	103,352		307,811						
1877.....	101,782		230,832						
1878.....	107,392		447,620						
1879.....	103,021		549,704						
1880.....	85,032		535,159						
1881.....	57,806		433,893						
1882.....	90,684		461,784						
1883.....	118,420		478,450						
1884.....	36,590		195,633						
1885.....	34,023		120,255						
1886.....	129,899		365,359						
1887.....	165,678		511,676						
1888.....	111,493		341,132				100		
1889.....	48,687		128,150						
1890.....	19,335		106,606				3		
1891.....	99,438		281,380				1		
1892.....	109,239		361,158	1,760		2,818	690		
1893.....	176,971		395,917	4,944			1		
1894.....	201,583	30	416,841				128		
1895.....	96,895		209,757				1,000		
1896.....	88,430	52	181,013						
1897 (9 mos.).....	67,938	1,300	410,832	2,420		160			
1898.....	283,811	250	1,236,288	5		150	5	57	
1899.....	179,103	536	761,786			250			
1900.....	218,332		758,171				2,379		
1901.....	234,259		1,088,709	1,530	168	1,728	3,035		
1902.....	218,458	39	1,066,420		1,015	182			
1903.....	223,210	8,651	1,248,809	708	5,142	275	611	3,203	
1904.....	228,984	13,042	1,426,110	2,508	9,445	3,221	34,296	18,092	
1905.....	282,860	2,132	1,218,771		12,675	3,365	17,113	15,041	
1906.....	240,040	3,361	1,415,532	1,768	8,659	22,958	20,232	16,495	888
1907.....	169,047	1,305	966,198	24,419	8,536	27,813	27,668	23,124	448
1908.....	259,491	3,379	1,731,348	112,104	9,452	9,387	31,956	18,065	1,795
1909.....	231,591	7,378	1,580,868	5,049	17,298	4,362	12,534	39,226	448
1910.....	313,590	4,905	2,695,487	4,451	71,703	26,593	13,985	87,917	856
1911.....	248,054	713	2,777,743	1,697	67,559	24,223	3,595	75,529	530
1912.....	305,570	5,002	3,318,730	37,306	102,952	27,777	6,275	110,557	2,564
1913.....	276,779	9,132	3,977,474	25,246	89,739	68,247	14,482	137,736	1,581



No. 45.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1913.—*Concluded.*

Fiscal Years.	Russia.	Egypt.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874.....			9,951	138,845	1,321	150,117	540,317
1875.....			8,651	35,160	375	44,186	302,783
1876.....			8,479	98,057	1,157	107,693	415,504
1877.....			5,548	30,405	1,820	37,773	268,605
1878.....			5,715	21,631	1,465	28,811	476,431
1879.....			4,946	20,247	50	25,243	574,947
1880.....			1,183	8,249		9,432	544,591
1881.....			905	4,758	172	5,835	439,728
1882.....			1,151	4,016	2,788	7,955	469,739
1883.....			4,342	2,820	3,434	10,596	489,046
1884.....			275	1,236	245	1,756	197,389
1885.....			744	2,736	42	3,522	123,777
1886.....			3,480	17,070	190	20,740	386,099
1887.....			2,425	4,695	1,417	8,537	520,213
1888.....			2,956	5,076	851	8,983	350,115
1889.....			1,259	1,527	245	3,031	131,181
1890.....			949	7,472	69	8,493	115,099
1891.....			1,393	12,439	1,571	15,404	296,784
1892.....			2,597	3,998	7,975	19,838	380,996
1893.....			5,086	2,412	1,825	14,268	410,185
1894.....			1,782	3,862	5,997	11,769	428,610
1895.....			1,996	2,818	7,404	13,218	222,975
1896.....			2,143	2,430	1,130	5,703	186,716
1897 (9 mos.).....			3,333	4,270	743	10,926	421,758
1898.....			3,287	5,392	4,254	13,150	1,249,438
1899.....			708	5,052	24,740	30,750	792,536
1900.....			1,757	3,834	2,021	9,991	768,162
1901.....			1,065	14,632	7,783	29,991	1,118,700
1902.....		204	2,459	10,485	5,883	20,228	1,086,648
1903.....	5,488		1,562	18,940	3,028	38,957	1,287,766
1904.....	24,489		1,783	40,958	17,598	161,490	1,587,600
1905.....	7,869		4,606	31,072	10,957	102,698	1,321,469
1906.....	4,462		4,656	25,772	10,592	116,482	1,532,014
1907.....	7,948			3,734	2,683	125,925	1,092,123
1908.....	12,494	3,883		29,309	4,742	231,392	1,962,740
1909.....	5,382	2,342	688	58,253	11,588	157,170	1,738,038
1910.....	6,439	4,001	4,217	126,155	22,224	368,541	3,064,028
1911.....	10,334	275		25,967	64,694	271,303	3,049,046
1912.....	13,223	225	7,193	58,403	53,631	420,106	3,738,836
1913.....	24,927	7,232		29,983	102,977	500,569	4,478,043



SESSIONAL PAPER No. 10d

No. 46.—Exports of Grain (Domestic Produce) from the following Countries for the latest 12-month period for which returns are available.

QUANTITIES.

Countries.	Twelve Months ended.	Barley.		Buckwheat		Corn.		Flaxseed		Oats.		Pease.		Rye.		Wheat.	
		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.	
Canada.....	Mar. 31, 1913.	6,455,975		223,833		21,301		10,123,693		10,478,554		94,546		26,160		93,166,009	
Argentine Republic.....	Dec. 31, 1912.	656,195		†		190,353,173		20,290,181		58,099,764		2,299		444,503		96,600,357	
Australia.....	Dec. 31, 1912.	1,462		†		7,071		23		37,544		‡52,765		†		32,604,248	
Austria-Hungary.....	Dec. 31, 1912.	9,521,931		211		38,112		48,234		120,864		41,472		6,330		56,247	
British India.....	Mar. 31, 1913.	28,708,241		†		1,061,236		14,179,576		63,395		†		2,188,769		61,980,318	
Bulgaria.....	Dec. 31, 1910.	2,757,158		*		4,820,306		†		206,398		†		2,188,769		8,685,707	
France.....	Dec. 31, 1912.	668,542		99,814		103,482		31,415		78,263		150,486		4,448		61,412	
Germany.....	Dec. 31, 1910.	94,653		8,467		1,488		263,264		28,297,389		231,497		32,273,113		10,336,349	
Italy.....	Dec. 31, 1912.	7,441		6,476		297,739		417		84,034		†		630		19,694	
Roumania.....	Dec. 31, 1911.	21,823,957		4,327		61,230,162		142,681		15,127,185		651,513		5,147,559		53,572,878	
Russia.....	Dec. 31, 1912.	126,530,928		3,322,805		30,194,006		6,567,804		54,846,051		8,674,264		19,669,170		96,612,205	
United States.....	June 30, 1913	17,536,703		1,347		49,061,967		16,894		33,759,177		‡400,868		1,822,962		91,602,974	

VALUES.

		\$		\$		\$		\$		\$		\$		\$		\$	
		\$		\$		\$		\$		\$		\$		\$		\$	
Canada.....	Mar. 31, 1913.	3,851,660		118,575		15,075		16,448,899		5,067,950		209,572		14,908		88,608,730	
Argentine Republic.....	Dec. 31, 1912.	327,562		†		105,096,220		33,018,440		21,093,470		3,019		261,903		94,410,943	
Australia.....	Dec. 31, 1912.	1,533		†		8,146		83		21,768		‡62,580		†		31,162,419	
Austria-Hungary.....	Dec. 31, 1912.	9,301,239		163		40,681		89,538		80,219		60,719		7,181		79,242	
British India.....	Mar. 31, 1913.	18,033,195		†		666,056		25,882,797		30,524		†		†		57,406,304	
Bulgaria.....	Dec. 31, 1910.	1,122,488		*		2,603,763		†		56,742		†		1,179,809		7,264,134	
France.....	Dec. 31, 1912.	564,667		92,274		98,491		64,686		48,104		268,753		4,438		89,774	
Germany.....	Dec. 31, 1910.	77,826		6,426		2,142		298,452		14,488,012		600,712		26,599,832		12,261,616	
Italy.....	Dec. 31, 1912.	5,941		4,082		306,518		941		53,778		†		679		31,750	
Roumania.....	Dec. 31, 1911.	11,399,159		1,273		35,361,093		278,677		5,092,455		508,900		3,204,941		63,614,572	
Russia.....	Dec. 31, 1912.	78,866,147		2,164,328		19,486,929		10,501,885		26,692,782		9,136,197		14,926,888		98,999,928	
United States.....	June 30, 1913	11,411,819		1,503		28,800,514		26,699		13,206,247		‡1,080,066		1,260,384		89,036,428	

\*Included with wheat. †Not separately stated. ‡Includes beans.



No. 47.—RATES, by rail, on grain from Points in Manitoba, Saskatchewan and Alberta by the Canadian Pacific Railway to Fort William and Port Arthur.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Binscarth.....	Fort William and Port Arthur	15	15	15	15	16
Boissevain.....	"	13	13	13	13	14
Brandon.....	"	13	13	13	13	14
Carberry.....	"	13	13	13	13	14
Carman.....	"	12	12	12	12	13
Crystal City.....	"	13	13	13	13	14
Dalny.....	"	15	15	15	15	16
Deloraine.....	"	15	15	15	15	16
Dominion City.....	"	12	12	12	12	13
Emerson.....	"	12	12	12	12	13
Gladstone.....	"	13	13	13	13	14
Hamiota.....	"	15	15	15	15	16
Killarney.....	"	13	13	13	13	14
MacDonald.....	"	12	12	12	12	13
Minnedosa.....	"	13	13	13	13	14
Neepawa.....	"	13	13	13	13	14
Portage la Prairie.....	"	12	12	12	12	13
Souris.....	"	14	14	14	14	15
Shoal Lake.....	"	15	15	15	15	16
Westbourne.....	"	13	13	13	13	14
Winnipeg.....	"	10	10	10	10	12
<i>Saskatchewan.</i>						
Assiniboia.....	"	20	20	20	20	21
Abernethy.....	"	17	17	17	17	18
Burrows.....	"	16	16	16	16	17
Esterhazy.....	"	16	16	16	16	17
Indian Head.....	"	17	17	17	17	18
Moosomin.....	"	16	16	16	16	17
Moosejaw.....	"	18	18	18	18	19
Qu'Appelle.....	"	17	17	17	17	18
Regina.....	"	18	18	18	18	19
Yorkton.....	"	17	17	17	17	18
Expanse.....	"	19	19	19	19	20
Westerham.....	"	23	23	23	23	24
Vanguard.....	"	21	21	21	21	22
<i>Alberta.</i>						
Calgary.....	"	24	24	24	24	25
Carstairs.....	"	25	25	25	25	26
Edmonton.....	"	25	25	25	25	26
Medicine Hat.....	"	22	22	22	22	23
Macleod.....	"	24	24	24	24	25
Lacombe.....	"	25	25	25	25	26
Lethbridge.....	"	23	23	23	23	24
Red Deer.....	"	25	25	25	25	26
Strathcona.....	"	25	25	25	25	26
Wetaskiwin.....	"	25	25	25	25	26
Consort.....	"	27	27	27	27	28



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No. 47.—RATES, by rail, on grain from Points in Manitoba, Saskatchewan and Alberta by the Canadian Northern Railway to Port Arthur.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Carman.....	Port Arthur.....	12	12	12	.....	13
Emerson.....	".....	12	12	12	.....	13
Enterprise.....	".....	13	13	13	.....	14
Dauphin.....	".....	15	15	15	.....	16
Gladstone.....	".....	13	13	13	.....	14
Minto.....	".....	13	13	13	.....	14
Portage la Prairie.....	".....	12	12	12	.....	13
Swan Lake.....	".....	13	13	13	.....	14
Winnipeg.....	".....	10	10	10	.....	12
White Plains.....	".....	12	12	12	.....	13
Virden.....	".....	15	15	15	.....	16
<i>Saskatchewan.</i>						
Alsask.....	".....	25	25	25	.....	26
Aberdeen.....	".....	22	22	22	.....	23
Battleford.....	".....	23	23	23	.....	24
Bengough.....	".....	19	19	19	.....	20
Blain Lake.....	".....	24	24	24	.....	25
Carlyle.....	".....	16	16	16	.....	17
Conquest.....	".....	23	23	23	.....	24
Condie.....	".....	18	18	18	.....	19
Dalmeny.....	".....	23	23	23	.....	24
Girvin.....	".....	21	21	21	.....	22
Gravelbourg.....	".....	20	20	20	.....	21
Hanna.....	".....	25	25	25	.....	26
Humboldt.....	".....	21	21	21	.....	22
Maryfield.....	".....	16	16	16	.....	17
Melfort.....	".....	22	22	22	.....	23
Munster.....	".....	21	21	21	.....	22
Kindersley.....	".....	24	24	24	.....	25
Kipling.....	".....	17	17	17	.....	18
Prince Albert.....	".....	23	23	23	.....	24
Radville.....	".....	18	18	18	.....	19
Regina.....	".....	18	18	18	.....	19
Saskatoon.....	".....	22	22	22	.....	23
Vonda.....	".....	22	22	22	.....	23
Warman.....	".....	22	22	22	.....	23
Zealandia.....	".....	23	23	23	.....	24
<i>Alberta.</i>						
Camrose.....	".....	25	25	25	.....	26
Edmonton.....	".....	25	25	25	.....	26
Fort Saskatchewan.....	".....	25	25	25	.....	26
Lamont.....	".....	25	25	25	.....	26
Lloydminster.....	".....	24	24	24	.....	25
Munson.....	".....	25	25	25	.....	26
N. Edmonton.....	".....	25	25	25	.....	26
Stettler.....	".....	25	25	25	.....	26
Spruce Grove.....	".....	26	26	26	.....	27
Strathcona.....	".....	25	25	25	.....	26
Vegreville.....	".....	25	25	25	.....	26
Vermilion.....	".....	24	24	24	.....	25



No. 47.—PROPORTIONATE Rates, by rail, on grain from Points in Manitoba, Saskatchewan and Alberta by the Grand Trunk Pacific to Fort William and Westfort, Ont.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
Manitoba.		Cts.	Cts.	Cts.	Cts.	Cts.
Cabot.....	Fort William or Westfort.....	12	12	12	12	13
Gregg.....	“.....	13	13	13	13	14
Lazare.....	“.....	15	15	15	15	16
Portage la Prairie.....	“.....	12	12	12	12	13
Uno.....	“.....	15	15	15	15	16
Saskatchewan.						
Asquith.....	“.....	23	23	23	23	24
Bradwell.....	“.....	22	22	22	22	23
Fenwood.....	“.....	17	17	17	17	18
Kelliher.....	“.....	19	19	19	19	20
Nokomis.....	“.....	21	21	21	21	22
Punnielhy.....	“.....	19	19	19	19	20
South Saskatoon.....	“.....	22	22	22	22	23
Tate.....	“.....	20	20	20	20	21
Venn.....	“.....	21	21	21	21	22
Watrous.....	“.....	22	22	22	22	23
Alberta.						
Chauvin.....	“.....	24	24	24	24	25
Edmonton.....	“.....	25	25	25	25	26
Holden.....	“.....	25	25	25	25	26
Ryley.....	“.....	25	25	25	25	26
Viking.....	“.....	25	25	25	25	26
Wainwright.....	“.....	24	24	24	24	25

No. 47.—RATES, by rail, on grain from Points in Manitoba, by the Great Northern Railway to Duluth.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
Manitoba.		Cts.	Cts.	Cts.	Cts.	Cts.
Brandon.....	Duluth, Minn., Superior, Wis., St. Paul, Minn., and Minne- sota Transfer, Minnesota....	13	13	13	13	14
Boissevain.....	“.....	13	13	13	13	14
Minto.....	“.....	13	13	13	13	14
Wakopa.....	“.....	13	13	13	13	14
Portage la Prairie.....	“.....	12	12	12	12	13
Carman.....	“.....	12	12	12	12	13
Plum Coulee.....	“.....	12	12	12	12	13
Morden.....	“.....	12	12	12	12	13



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No. 47.—RATES, by rail, on grain from Fort William and Port Arthur by the Canadian Pacific Railway to the undermentioned points.

## From Fort William and Port Arthur to Points in

Rate  
per  
100 lb.*Ontario.*

Cts.

Arnprior.....	20
Belleville.....	20
Brantford.....	20
Brockville.....	20
Carleton Place.....	20
Chalk River.....	20
Cornwall.....	20
Depot Harbour.....	20
Essex.....	22
Galt.....	20
Gananoque.....	22½
Guelph.....	20
Goderich.....	20
Hamilton.....	20
Ingersoll.....	20
Kempton.....	20
Kingston.....	20
London.....	20
Niagara Falls.....	20
Orillia.....	20
Owen Sound.....	20
Ottawa.....	20
Palmerston.....	20
Pembroke.....	20
Perth.....	20
Prescott.....	20
Peterborough.....	20
Toronto.....	20
Windsor.....	20

*Quebec.*

Athelstan.....	25
Aylmer.....	22½
Beauharnois.....	23
Beauport.....	27½
Bonaventure.....	40
Cascapedia.....	38¾
Chicoutimi.....	32
Cookshire.....	27
Coteau Junction.....	20
Dorval.....	20
Gracefield.....	25
Howick.....	23
Huntington.....	24
Iberville Junction.....	23
Joliette.....	24
Knowlton.....	25
Levis.....	25
Montreal.....	20
Ormstown.....	24
Quebec.....	25
Rimouski.....	32½
St. Hyacinthe.....	23
St. Polycarpe Junction.....	20
Shawenegan Falls.....	25
Shawville.....	24
Sherbrooke.....	25
Sorel.....	26
Stanstead.....	27
Three Rivers.....	25
Valleyfield.....	20
Waterloo.....	25



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No. 47.—RATES, by rail, on grain by Canadian Pacific Railway from Fort William and Port Arthur to the undermentioned points.

From Fort William and Port Arthur to Points in	Rate per 100 lb.
<i>New Brunswick.</i>	
Bathurst.....	32½
Campbellton.....	32½
Dalhousie Junction.....	32½
Edmundston.....	34
Fredericton.....	30
Grand Falls.....	38
Moncton.....	31½
St. John.....	30
West St. John.....	30
Woodstock.....	35
<i>Nova Scotia.</i>	
Antigonish.....	35
Dartmouth.....	32½
Glace Bay.....	39½
Haliburton.....	32½
Halifax.....	32½
Mulgrave.....	36½
Stillwater.....	37½
Pictou.....	32½
Sydney.....	37
Truro.....	32½
Yarmouth.....	37



SESSIONAL PAPER No. 10d

No. 47.—RATES, by rail, on grain from Georgian Bay and Lake Huron Ports by Canadian Pacific Railway to the undermentioned points.

From	To	Rate.
Goderich.....	Ottawa.....	10c. per 100 lb.
".....	Smith's Falls.....	10c. "
".....	Prescott.....	10c. "
".....	Sharbot Lake.....	10c. "
".....	Arnprior.....	10c. "
".....	Tweed.....	10c. "
".....	Agincourt.....	8c. "
".....	Peterboro.....	10c. "
Port McNicoll.....	Sharbot Lake.....	9c. "
".....	Tweed.....	9c. "
".....	Agincourt.....	7c. "
".....	Peterboro.....	5c. "
Port McNicoll and Goderich.....	Montreal.....	10c. "
".....	Riviere du Loup.....	22½c. "
".....	Matapedia.....	22½c. "
".....	Montmagny.....	20c. "
".....	Fredericton, N.B.....	20c. "
".....	West St. John, N.B.....	20c. "
".....	Moncton, N.B.....	22½c. "
".....	Woodstock, N.B.....	25c. "
".....	Halifax, N.S.....	22½c. "
".....	Truro, N.S.....	22½c. "
".....	Sydney, N.S.....	27½c. "
Port McNicoll (for export to British and foreign countries, except Newfoundland)	Montreal.....	5c. per bush., wheat. 3½c. " oats. 4½c. " barley.
St. Pierre, Miquelon and United States.....	West St. John.....	5c. " flax. 5½c. " wheat. 5c. " barley.
	St. John.....	3.65 " oats. 5½c. " flax.

The rates above quoted for Export grain include cost of elevation from steamer to lake port elevators and 30 days' storage therein. They also include at *Montreal* elevation and delivery to ocean steamers, and 20 days' storage at that port.

At West St. John there is an extra charge of 1% of a cent per bushel, which includes 30 days' free storage at that port.



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No. 47.—RATES, by Rail, on grain from Georgian Bay and Lake Huron Ports by Grand Trunk Railway to the undermentioned points.

From.	To.	Rate.
Midland..	Kingston.....	7½c. per 100 lbs.
"	Peterborough.....	5c. "
Goderich.....	London.....	4½c. "
Midland.....	Toronto.....	5½c. "
Goderich.....	"	6c. "
Point Edward.....	"	6½c. "
Owen Sound.....	"	5½c. "
All Ports.....	Montreal.....	10c. "
"	Three Rivers.....	15c. "
"	Sorel.....	16c. "
"	Quebec.....	15c. "
"	Sherbrooke.....	15c. "
"	Stanstead.....	17c. "
Collingwood.....		20c. "
Depot Harbor.....		20c. "
Goderich.....		20c. "
Meaford.....	Fredericton.....	20c. "
Midland.....	St. John.....	20c. "
Point Edward.....		20c. "
Port Colborne.....		20c. "
Sarnia'.....		20c. "
Tiffin.....		20c. "
Collingwood.....	Halifax.....	22½c. "
Depot Harbor.....	"	22½c. "
Goderich.....	"	22½c. "
Meaford.....	"	22½c. "
Midland.....	"	22½c. "
Point Edward.....	"	22½c. "
Port Colborne.....	"	22½c. "
Sarnia.....	"	22½c. "
Tiffin.....	"	22½c. "
All ports.....	Montreal (export).....	5c. per bush. wheat.
"	"	4½c. " corn.
"	"	4½c. " barley.
"	"	3½c. " oats.
"	St. John & Portland (export).....	5½c. " wheat.
"	"	5½c. " flax.
"	"	5½c. " rye.
"	"	5c. " corn.
"	"	5c. " barley.
"	"	3.65 " oats.
"	Halifax (export).....	6.10 " wheat.
"	"	6.06 " flax.
"	"	5.81 " rye.
"	"	5.56 " corn.
"	"	5.48 " barley.
"	"	3.97 " oats.

The rates above quoted for Export grain include cost of elevation from steamer to lake port elevators and 30 days' storage therein. They also include at *Montreal* elevation and delivery to ocean steamers, and 30 days' storage at that port.



REPORT  
OF THE  
BOARD OF GRAIN COMMISSIONERS  
FOR  
CANADA







OFFICE OF BOARD OF GRAIN COMMISSIONERS FOR CANADA,  
FORT WILLIAM, ONT., 1914.

Hon. GEO. E. FOSTER, M.P.,  
Minister of Trade and Commerce,  
Ottawa, Ont.

SIR,—We have the honour to submit the following report, as required by section 14 of chapter 2, George V, 'An Act Respecting Grain.'

We have the honour to be, sir,  
Your obedient servants,

ROBERT MAGILL,  
*Chief Grain Commissioner.*

W. D. STAPLES,  
*Grain Commissioner.*

J. P. JONES,  
*Grain Commissioner.*







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## CHAPTER 1.

### THE BALANCE OF THE OLD AND THE MOVING OF THE NEW CROP.

#### THE BALANCE OF LAST YEAR'S CROP.

There was some apprehension that owing to the climatic condition of the previous harvest there would be a considerable amount of damaged grain to be handled during the summer months, and that a condition would arise similar to that experienced by the Board the preceding year. Fortunately, these apprehensions proved to be unfounded. At all events, the drying capacity of the terminal elevators was equal to the demand during the summer months, and no necessity arose for again importing the Armour Company's floating drier.

In last year's report the Board stated that if owners of grain needing to be dried were willing to pay the higher rates charged by the Armour Grain Company, they could do so; whereas, if they preferred to wait their turn at the local driers they could do so at Canadian rates.

This statement has been challenged. It has been alleged that grain shippers were not allowed any choice in the matter, but that the Grain Commission took the law into their own hands and had the grain dried in the Armour Company's floating drier at the higher rates charged by that institution.

The Board of Grain Commissioners did not manage the Armour Grain Company's drier, any more than it managed any of the other driers at the head of the lakes. The managing of the drying plants other than such as are built by the Dominion Government is no part of the work of the Board. What the Board did in regard to the Armour Company's drier was first to agree to those conditions laid down by the Armour Grain Company, as the conditions upon which alone they would place their drier at the head of the lakes. These conditions were that the company would not pay duty, they would charge higher rates than those charged in Canadian plants, and they would reserve the right to withdraw their drier in case of fire or salvage work elsewhere. In regard to these conditions the Board of Grain Commissioners had no option. One general principle was approved by the Board and that was that grain in cars in the yards reported to be going out of condition, should have a preference over tough grain in store in the elevators, which could be kept in condition by re-elevation. The Board also endeavoured to divide the time of the drier as equitably as possible among the different elevators at the head of the lakes. So far, however, as the drying of individual lots of grain was concerned, the Board had no responsibility. It was the duty of the individual shippers, or their agents, to look after their own individual cars or lots of grain, and apart from the general conditions sketched, the Board was not responsible.

#### THE MOVING OF THE CROP OF 1913.

The climatic conditions during the harvest time of 1913 were good, and the grain ripened early. This, of course, favoured a rapid handling of the crop. In addition to this, everybody concerned in the handling of western grain was well prepared. The different railway companies had marshalled their cars, locomotives and staffs, with an adequacy suggestive of the most scientific of war offices. The terminal elevators were ready and had sufficient capacity. The Government offices and staffs engaged in the



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handling of grain had been enlarged; and the various commercial agencies were all ready and eager.

The result was unprecedented in the handling of grain. During the months of September, October and November, 116,385 cars were handled in Winnipeg alone, an average of 53.7 cars per hour, seven days a week and twenty-four hours a day, for three months.

It is difficult to appreciate the magnitude of this work, and it is still more difficult to appreciate it when consideration is given to the fact that complaints about car shortage, car distribution and congestion were fewer this season than they ever were before. It is quite true that the rushing of this enormous quantity of grain into the market in such a short time was bound to have a depressing effect on the price. This is the other side of the picture. It was magnificent railroading, but it was bad grain trading.



## CHAPTER 2.

## THE INSPECTION DEPARTMENT.

## WESTERN DIVISION.

*1.—Staff Appointments.*

Acting Chief Inspector George Serls was made chief inspector, and Mr. Fred. Symes was made inspector at the terminal points, Fort William and Port Arthur.

*2.—Preparation for Handling the New Crop.*

The inspection offices at Winnipeg and Fort William had become badly congested, and larger offices were secured in the Grain Exchange buildings at Winnipeg and Fort William. An examination for deputy inspectors and inspectors was held in the month of March. All the successful candidates were appointed to the inspection staff. Every possible preparation was made for the rapid handling of the new crop, and this, together with the efficiency of the inspection staff, resulted in the immense work to be done between the harvest and the close of navigation being performed without a hitch.

Some dissatisfaction was manifested by the staff at Winnipeg in regard to the matter of salaries, but this was settled.

*3.—High Grading of New Crop.*

A gratifying feature of the new crop was the fact that during the first four months of the year about 90 per cent was of contract grades.

*4.—Complaints about Inspection.*

So far as the new crop is concerned, complaints about wheat and oats, whether as to grade or condition, have been almost non-existent. There have been complaints about flax, mainly in regard to admixtures. These complaints have come chiefly from the seed crushers of the United Kingdom, and they are dealt with in a special report of the Chief Commissioner, as are also complaints on condition of oats of the last and preceding year.

*5.—Sampling at Terminal Elevators for Inspection Out.*

The sampling of grain going out of terminal elevators for the purpose of inspection has been rendered more effective by taking three independent samples of each cargo instead of one. The three samples are taken, one from the steamer, one in the tunnel of the elevator, and one in the working house of the elevator.

*6.—The Commercial Grades.*

As outlined in the report of the Board for 1912, the London Corn Trade Association made a proposal in connection with the standardization of commercial grades. A committee of expert grain men was appointed to form possible definitions of the commercial grades for this purpose. The definitions suggested were submitted to the London and Liverpool Corn Trade Associations for their consideration, and upon receipt of the reply of the London Corn Trade Association, the whole matter was



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referred to the Western Grain Standards Board, which met on the 28th and 29th of October. The Grain Standards Board prepared the following resolutions:—

“Whereas commercial standards were made for the express purpose of enabling the producer who may have been unfortunate enough to raise grain which could not be graded under the regular grades, to market his crop;

“And whereas, the commercial standards, as fixed in the past, have enabled that portion of the crop which suffered from unfavourable climatic conditions to be sold more nearly at its milling value than it otherwise would have been;

“And whereas this Standards Board has for many years made standards which enabled the crop to be handled rapidly to the satisfaction of both the producer and the handler;

“And whereas, owing to the varying climatic conditions under which the grain crop of western Canada is grown and harvested, no advance printed description of the commercial grades is possible.

“Therefore be it resolved that in the opinion of this Standards Board it is in the best interests of western Canada to continue the method of making the standards for the commercial grades which worked so satisfactorily in the past.”

A copy of this resolution was forwarded to the Liverpool and London Corn Trade Associations.

#### 7.—*No. 3 Northern.*

The London and Liverpool Corn Trade Associations asked also for a closer definition of No. 3 Northern Manitoba on lines similar to Nos. 1 and 2. The Board has, up to the present time, not been able to frame or find a closer definition of No. 3 Northern that would be quite satisfactory, and as some other suggestions have been made with regard to possible alterations in the statutory definitions of the contract grades, the Board cannot make any recommendation at present.

#### 8.—*Inspection for Mills.*

An amendment to the Canada Grain Act was passed at the last session of Parliament enabling the department to place inspectors at mills in the eastern and western divisions, on condition that the companies asking for them should meet any resulting deficit. Inspectors have been arranged for at Medicine Hat, Moose Jaw and other points.

#### 9.—*Inspection Office at Duluth.*

The inspection office at Duluth was established primarily in order to inspect the grain out of elevators into the steamers. The withdrawal of this office would be justified if Canadian grain were not shipped that way. Under present conditions, however, the withdrawal of the office at Duluth appears to be inadvisable.

#### 10.—*Inspection at the New Interior Terminal Elevators.*

When the new elevators at Moose Jaw, Saskatoon and Calgary are ready for operation, it will be necessary to have those three points declared terminal points, and to put an inspection staff in each for the purpose of grading the grain into and out from the elevators. Official grades and weights will be given, and warehouse receipts issued and registered. Arrangements will also be made for the inspection of such grain as is consigned to local millers. It may also be advisable to make an arrangement by which



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cars of grain consigned to members of the new grain exchanges at Moose Jaw and Saskatoon can be inspected at those points. So far, however, as the grain not consigned to either the terminal elevators at Moose Jaw and Saskatoon, or to the mills, or the exchanges there, the Board see no reason whatever for interference with the present system of inspection at Winnipeg and Fort William.

*11.—Inspection Office at Minneapolis.*

Application has been received by the Board for the establishment of an inspection office at Minneapolis. The Board does not consider that a sufficient case for the creation of more inspection offices, outside the Canadian boundary, has yet been made.

*12.—Registration Department.*

This department came under the jurisdiction of the Board on the 1st of September, 1912. Some difficulties were experienced during the season of navigation 1912-13 in having the rules and regulations conformed with, as indicated in the last annual report. There has been no similar difficulty experienced in the season of 1913-14. The department has been working satisfactorily, and there is no indication anywhere of dissatisfaction with the rules and regulations. In the last annual report it was stated that during the season of open navigation there were two cargoes in particular, one loaded by the Canadian Pacific elevator and the other by the Grain Growers' Grain Company that presented matter for inquiry. Inquiry was made, and while the Board of Grain Commissioners did not approve of what had been done in the cases concerned, they concluded that the cases did not call for prosecution under the Act.

*13.—The Survey Boards.*

The idea appears to be entertained in some quarters that the creation of the Board of Grain Commissioners altered the rights and duties of the different Survey Boards. This is a misunderstanding of the provisions of the Canada Grain Act. The Board of Grain Commissioners is empowered by the Canada Grain Act to appoint Survey Boards, and to make regulations for the Survey Boards, but when the Survey Boards have been appointed, and when there is an appeal to the Survey Board about the grading of grain, the decision of the Survey Board is final.

In this connection it may be stated that some consider that the inspectors of grain in the eastern division should be empowered to inspect western grain in cases where the grain has reached eastern points, and where the receiver disputes the grade on the certificate.

The law in this matter is clear. Eastern inspectors hold certificates from the eastern division, and are appointed to grade east grown grain, and as inspectors have nothing to do with western grain whatever. Occasionally an eastern inspector may be sent to take an official sample of a car or cargo of western grain, but a dispute as to the grading of western grain cannot, under the law, be referred to an eastern inspector.

## EASTERN DIVISION.

*1.—Appointment of Inspector.*

Mr. Bowen was appointed inspector of the eastern division, with headquarters at Montreal. Mr. Bowen is an eastern man, and he holds an inspector's certificate of the eastern division. He has been in the service of the department since the year 1908. Mr. Bowen is not only a qualified inspector of the eastern division, but he has also had experience in the investigation of elevators and scales. For four years Mr. Bowen's chief work was to investigate elevators and scales in the eastern division. Further, Mr. Bowen had charge of the weighing department at the terminal elevators for a



year, so that he is thoroughly conversant with the conditions there. Mr. Bowen's duties are: (1) Those arising out of the position of inspector in the eastern division; (2) the inspection of elevator scales in the eastern division for the Inland Revenue Department; (3) the inspection of eastern elevators, especially in regard to weights. Mr. Bowen was the only officer who combined the various qualifications required for these duties.

### *2.—Inspector at St. John.*

The Board arranged to have an inspector placed at St. John for the season of navigation there, for the purpose of such inspection work as is provided for by the Canada Grain Act, for example the inspection of United States cereals.

### *3.—Split Certificates.*

It frequently happens that a lot of grain carrying a certificate of a certain quantity must in the normal course of trade be divided up at the Atlantic ports, and therefore what are called split certificates must be issued. Such certificates have been issued for a number of years past, and they are a trade necessity. The arrangements for issuing these split certificates were somewhat cumbersome, and some doubt was raised about the legality of the older method of issuing splits. A new form was devised, which can be readily and quickly issued, and which avoids all questions as to the legality of the procedure. According to the rearrangement the split certificate is simply called a split by the word being stamped upon the face of it. It does not purport to be other than it really is. In addition to this the number of the original certificate, of which it is a split, is put on the face of the split certificate in the form "Ex. No....." The inspector, or his accountant, signs the certificate, and in all other respects the new split certificate is identical with its original.

There was some apprehension that objection would be taken by the trade in Great Britain and the continent of Europe to this form. The use of the form was therefore postponed. To the form, however, no objection whatever has been received.

### *4.—Inspection of American Corn at Montreal.*

When the Canada Grain Act was being revised, moisture percentages were embodied in the definitions of corn (section 105), and in section 109 it was prescribed that corn of United States production should be inspected according to those definitions.

The Montreal Board of Trade, during the last session of Parliament, asked that an amendment should be passed, as the moisture percentages referred to tended to prevent the shipping of American corn through Canadian ports. The Board recommended that the Act should be amended, and accordingly the amendment was passed. In this connection it is not without interest to learn that there appears to have been a great decrease in the export of corn from United States ports from the beginning of August, 1913, and that this decrease has continued to the present time.

The reason for this is that the Argentine crop has graded high and has been selling at a low price. This has led to Argentine corn taking the place of United States corn in the British market to a considerable extent, and it has also been imported in large quantities both into the United States and Canada.



## CHAPTER 3.

## THE WEIGHING DEPARTMENT.

*1.—Chief Weighmaster.*

Mr. J. G. White was appointed chief weighmaster, with headquarters at the terminal point. Mr. White has been engaged for over twenty years in connection with manufacturing of scales. His competence, therefore, as scale inspector and weighmaster is beyond doubt. Mr. White is clothed with Inland Revenue Department powers to inspect the scales in the terminal elevators, and under the Board of Grain Commissioners, he has charge of the entire weighing department. The arrangement made by the Department of Trade and Commerce with the Department of Inland Revenue in regard to Mr. White at the terminal point, and Mr. Bowen in the eastern division, is a step in the right direction. As the Inland Revenue Department takes all the revenue, while the Department of Trade and Commerce does the work, and pays the salaries of the officials named, the arrangement is not quite satisfactory from the financial point of view; and it is also open to the objection that one officer takes instructions from two separate departments. Under existing legislation, however, it was the best arrangement feasible.

*2.—Complaints about Weights.*

Complaints about weights continue to come from the country points on the one hand, and from vessels on the other, and the weights given in one terminal elevator do not always coincide with the weights of the same cars in the other terminal elevators.

*3.—Country Elevators.*

The legal inspection of scales in elevators is in the hands of the Inland Revenue Department, and the Board of Grain Commissioners has no means of supervising the actual weighing done in the country elevators as it has in the terminal elevators. It is true the Board can investigate any particular complaint, but investigations under these circumstances are not very often of much value. The Board of Grain Commissioners believe that the first condition of accurate weighing is an accurate scale in the country elevator, and that the only method of securing accuracy of scales is a frequent and systematic inspection of the scales. The Board further believe that this scale inspection should be accompanied by an inspection of the pits, garners, spouts, and any other parts of the elevator that may affect weighing in any manner, and also by an inspection of the method of record keeping in country elevators as regards weights and cars. The inspector of elevator scales should know not only scales, but also elevators and cars. The Board believe, therefore, that there should be created a special class of inspectors for country elevator scales, and that these inspectors should be subject to the Department of Trade and Commerce rather than the Department of Inland Revenue. This, of course, could only be effected by legislation, and the Board would strongly recommend the Hon. the Minister of Trade and Commerce to consider this matter favourably. Further, the scales at the terminal elevators and public elevators of the eastern division should be included in the arrangement. It is the opinion of the Board that until all the elevators in Canada, that are licensed to handle



grain, are treated in this way, the conditions of accurate weighing will be defective. On this question, the experience of the past year confirms the opinions of the Board as set forth in its last annual report under the heading of Shortages and Weights, pages 37 and 38.

#### *4.—Stencilling of Cars.*

The Board of Railway Commissioners referred the question of the stencilling of grain cars to the Board of Grain Commissioners for a recommendation. Upon investigation, the Board of Grain Commissioners considered that cars should be stencilled as a means of affording shippers of grain a further protection in the matter of weights, and especially as a means of obtaining evidence of leakages in cars. The Board of Railway Commissioners declined to make the order. Their ruling was as follows:—

#### *“ Decision of Railway Commission.*

“ This is an application by the Board of Grain Commissioners for an order directing railway companies to stencil their cars in inches. The object of the application is entirely laudable. It is thought that such stencilling of freight cars will enable the farmer to more accurately gauge the amount of wheat shipped in his car, and to more intelligently advance claims against the company for shortage of grain.

“ There is no doubt at all as to loss of grain in transit; and, further, no question but that a railway company should recompense the farmer for the loss; and whatever regulations can be adopted which would make the handling of grain more accurate, undoubtedly would be proper. I am afraid, however, that stencilling the cars in inches would merely lead to contention between shippers and carriers, without arriving at any useful conclusion.

“ It is obvious that, with grain at a certain height in inches in one part of the car, the height may be entirely different in other portions; and it is impossible, at least I think so—in the ordinary every-day loading of a car, to practically take a dead level and accurately compute the grain loaded. Accuracy is an essential. A mere approximation by stencilling is no better, if as good, than the approximation that a farmer can make based on the size of his delivery wagon, which is loaded. Then, again, the relative height of the grain in the car can be entirely disturbed by rough shunting, requiring an attempt on the part of some one to level the contents of the car at some other point, whose ideas on that subject might be entirely different from those of the farmer. A further objection is that grain settles, and that the ratio of settlement is a varying ratio.

“ The Grain Commission has a great deal of difficulty in connection with the question of weights. Possibly accurate weighing is one of the most difficult of many questions that the Commission has to administer. The total price received by the farmer is fixed by the weighmen on the price of grain as graded by the inspector. There are some two thousand five hundred country elevators in the provinces of Manitoba, Saskatchewan and Alberta, at all of which grain is weighed. Weighing is done at the elevators by their operators, whose interests are, of course, different from those of the farmer, as they are purchasing the grain from him. At present, the Grain Commissioners have no direct jurisdiction over the scales or the manner in which weights are arrived at in these elevators.

“ I am strongly inclined to the opinion that, instead of stencilling cars in inches, far greater protection could be given the farmer if the Grain Commission had jurisdiction to control the scales and weighing practices. Many



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complaints are made to the Grain Commission based on allegations as to elevator scales and practices, complaints as to shortages being very great. The Grain Commission has weighmen supervising the weighing of grain at terminal elevators. Government supervision at terminal elevators, however, is only protecting the farmer at the end of the movement, while, in order to obtain a fair result, it would seem that some such supervision is necessary at the elevator at which the movement commences. The divergencies in weights at country points and at terminals are many; and at the present time it is extremely difficult for the Grain Commission, who after all are solely responsible for the grain traffic, to determine just what is the reason for the divergencies. It may be a leaky car; on the other hand it may be improper weighing.

"I make no order at the present time as to stencilling, as I think, instead of affording the farmer a further basis for approximation, it would be much better in his interest that the supervision of the Grain Commission should commence with the initial movement by rail. Under such conditions there would be no room for question at all.

"If the Grain Commission would prefer stencilling to a system which would enable it to enforce as far as practicable accurate weighing, the matter may be further considered; but if the different departments agree that accurate weighing is the only permanent and proper solution of the question, I have no doubt that proper legislation will be passed by Parliament.

"It should be further noted that with the very large number of foreign cars used for carrying grain, any direction as to stencilling would not apply to them and that it would be entirely impracticable to order railway companies not to use them unless stencilled.

"The secretary will please forward copies of this memorandum to the Grain Commission and to the Department of Inland Revenue for their views on the subject.

"August 2, 1913.

H. L. DRAYTON.

#### 5.—*Seal Records and Load Lines.*

For a number of years past, seal records have been taken immediately on the arrival of trains in the Westfort yards, Fort William. There was considerable switching of cars before they were placed at the elevator to be unloaded, and much could be done to the cars after the seal records had been broken. The Board, therefore, issued instructions to the effect that the seal records for each car must be taken at the elevator.

Instructions were also issued in regard to taking not only the load lines, but also the depth of the grain in the cars, to render it easier to determine the cubical contents of any given car.

#### 6.—*A Good Weighing Department.*

It appears to the Board that a good weighing department would involve such features as:—

(a) *Scale Inspection.*—The scales of every grain elevator in Canada should be regularly inspected, and the scale inspectors should be employees of the Department of Trade and Commerce, the department that is responsible for correct weighing.

(b) *Elevator Inspectors.*—These scale inspectors should be men competent to inspect not only scales but also elevators. They should be able to inspect pits, hoppers, garners and the whole elevator considered as a weighing machine, and they should also be competent to inspect the records of weights as kept in each elevator.



(c) *Inspection of Cars for Leakage.*—Both the scale inspectors and the weighing and inspection staffs should be constantly on the lookout for cars that are leaking or that are unfit for carrying grain.

(d) *Seal Records, Load Lines, etc.*—Both the scale inspectors, the grain inspectors and the weighmen should systematically examine and note seal records, load lines and depth of grain in the cars, reporting the same to the weighmaster.

(e) *Chief Weighmaster.*—The Chief Weighmaster, with headquarters at Fort William, should be in control of the weighing department and all branches of it, just as the Chief Inspector is in control of the inspection department, and his office should be well organized for that purpose. He should be held responsible for the efficiency of his men as well as for the accuracy of the scales, and he should have sufficient records for the various parts of the work of this department.

#### 7.—*Weighing at Terminal Elevators.*

The terminal elevators are better equipped in the matter of accurate weighing than either country or eastern elevators. As stated in last year's report, page 38, neither in regard to scales, weighmen, means of checking, nor state supervision of weighing, can either the interior elevators or eastern transfer houses claim the right to have their weights taken in preference to terminal weights without further inquiry.

The chief weighmaster, Mr. White, is organizing his department with reference to the scales, the elevators, the weighmen, the seal records, the cars and the certificates, and the weighing department is being put upon as good a footing as the inspection department, so far as existing legislation will permit.

#### 8.—*Shortages on Steamers.*

The following table shows the reported shortages with the particulars, and the results of the investigations held. It may be stated that the investigations in every case are as thorough as the Board can make them under the provisions of the Canada Grain Act. Naturally the results of the investigations are not always satisfactory to the parties chiefly concerned, and there is a disposition in almost every case of a shortage to attribute the shortage to the weighing at the terminal point. Everything, however, that is possible under the provisions of the Canada Grain Act is being done by the Board to improve the conditions of weighing at the terminal elevators.



TABLE OF SHORTAGES.

Steamer.	Date Loaded.	Elevator loaded at	Destination.	Shortage.	Result of Investigation.
Wm. B. Davock.....	Oct. 17, 1913	C. N. R. 'A' .....	Buffalo.....	225-00	Our record shows when loading the No. 1 Northern, the trimmers left the valve on No. 4 shipping bin open, a draft was dropped in the bin and part of the grain ran out on the dock which was seen by the Government sampler. The amount was estimated at 40 bushels and allowed the vessel. On taking the matter up further, the elevator agreed to give the steamer 117 bushels of No. 1 Northern on her next trip, or any boat of same line.
Corvus.....	Oct. 22, 23, 1913	Thunder Bay Elev. .... Empire Elevator. G. T. P. Elevator.	Buffalo.....	933-00	On investigation of weigh sheets and scale tickets, no errors nor omissions were found. A thorough investigation was made at the Elevators with the same result. It would be well to note that this cargo was loaded here in 1,000 bushels drafts with beam net weight given whilst at Buffalo, 200 bushels drafts making the odds five to one, that is five chances for them to make mistakes to our one.
Utley.....	Oct. 23, 1913 Oct. 24, 1913	Ogilvie Elevator. .... G. T. P. Elevator.	Buffalo.....	416-00	On investigation of elevators, scale tickets and weigh sheets, found no leaks, errors nor omissions.
W. Smack.....	Oct. 25, 1913	Grain Growers Grain Co	South Chicago.....	382-16	On investigation of elevator scale tickets and weigh sheets, no leaks, errors nor omissions were found. The grain was weighed out here in 2,000 bushels drafts whilst at Chicago, it was weighed out in small drafts of 200 bushels which may account for part of shortage besides natural shrinkage.
Chas. L. Hutchinson....	Nov. 7, 1913	G. T. P. Elevator..... Empire Elevator..	Buffalo.....	601-00	On investigation of elevators scale tickets and weigh sheets, no leaks, errors nor omissions were found. The inspectors and weighmen at both elevators state that the shipping bins were sound and spout shock out.
Donnacona.....	Nov. 8, 1913	Western Elevator.....	Port Stanley & Montreal	291-00	On investigation, found No. 4 shipping bin leaking, therefore shortage was adjusted on Steamer <i>H. Couiby</i> , November 26, 1913.



TABLE OF SHORTAGES.—Continued.

Steamer.	Date Loaded.	Elevator loaded at	Destination.	Shortage.	Result of Investigation.
A. A. Augustus.....	Nov. 11, 1913 " 10, 1913 " 12, 1913	Canadian Northern..... Horn's. Dominion Government..	Buffalo.....	1,077-09	This shortage occurred in No. 2 hold at destination and over 134-09 on No. 1, No. 3 and No. 4 holds making a net shortage 934 bushels, which is safe to assume that natural shrinkage on flax should further reduce shortage. The scale tickets with weigh sheets from different elevators agreed perfectly without error, and on investigation were unable to find anything which would indicate either mistakes or carelessness on part of inspectors or weighmen in charge of loading. The scales, bins, and spouting were examined carefully and found in good condition.
Schoomaker.....	Nov. 15, 1913	G. T. P. Elevator..	Buffalo.....	882-00	On investigation of elevator scale tickets and weigh sheets found no leaks, errors nor omissions. The weighmen and inspector pulled the spouts and sounded shipping bins after all grain was run out and are confident that cargo was complete.
Amazonas.....	Nov. 15, 1913	Western Elevator.....	Toledo.....	2,160-30	On investigation found scale tickets with weigh sheets correct. The shipping bins and bins underneath were examined and a large quantity of flax was found in the bin underneath No. 4 shipping bin. The grain had worn a hole in bottom and allowed the flax to leak through. This shortage was adjusted on Steamer <i>Pendennis White</i> , December 3, 1913.
Neepawah.....	Nov. 16, 1913	Western Elevator.....	Montreal.....	1,031-14	On investigation, it was found that shortage was caused by leak in bottom, No. 4 shipping bin, which allowed flax to leak into bin below, where it was found. Shortage was adjusted <i>Pendennis White</i> , December 3, 1913.
W. H. Wolf.....	Nov. 27, 1913	G. T. P. Elevator.....	Buffalo.....	478-20	On investigation of elevator scale tickets and weigh sheets, found no leaks, errors nor omissions.
Assiniboia.....	Dec. 1, 1913	C. P. R. 'D'.....	Port McNicoll..	3,966-10	This shortage was found in shipping bin No. 1 after the boat cleared. Adjusted Jan. 21, 1914, being shipped all rail to Port McNicoll.



John Sherwin.....	Dec 7, 1913	Consolidated Elev. Western Elevator. Fort Wm. Elevator. G. T. Ry. Elevator. G. G. G. Elevator. Eastern Elevator. Empire Elevator. C. N. Ry. 'B.'	Buffalo.....	2,002-17	On investigation of elevator scale tickets and weigh sheets, no leaks, errors, nor omissions were found. The out-turned report from Buffalo reports an estimated damage of 3,578-29 bushels, but no shortage.
W. H. Mack.....	Dec. 8, 1913	Government Elevator...	Chicago.....	1,997-00	This shortage is O.K. being found after the bin cleared in one of the shipping bins and adjusted, being credited to shipper.
Calumet.....	Apr. 21, 1913 " 24, 1913 " 25, 1913	Consolidated Elev. C. P. R. 'D.' Ogilvie Elevator.....	Buffalo.....	538-50	This boat was a winter storage cargo, and after carefully checking over weigh sheets and scale tickets, find that they tally O. K. with the exception of an Ogilvie sheet on which there was a mistake of 200 pounds in favour of boat. Our reports from Buffalo show a shortage 518 bushels of which amount 125 bushels were estimated as being damaged.
M. A. Bradley.....	May 23, 1913	Canadian Northern.....	West Fairport.....	633-00	On a most thorough investigation by re-checking the weight sheets, also scale tickets, no mistakes or omissions were found and everything is clear that she received the wheat to the amount of her B.L. At West Fairport it was weighed in 200 bushels drafts, making 1,387 drafts, while at Port Arthur, it was weighed in 1,000 bushel drafts (beam being used for odd pounds) making 277 drafts in loading which is so much superior to method at West Fairport that our weights cannot and should not be questioned.
Midland King.....	June 7, 1913	C. P. R. 'D' Empire Elevator Consolidated Elevator. Western Elevator.	Port Colborne & Montreal.	342-00	On investigation, this boat unloaded at Port Colborne out-turned a net shortage in wheat 33-40 which is about natural shrinkage and 77 bushels flax, which is somewhat excessive, but the department has no jurisdiction over weighing inward and outwards at Port Colborne or Montreal and as everything was O.K. here as to leaks, errors and omissions. The matter can only be settled between the elevators and transportation companies that handled same.
Newona.....	July 25, 1913 Aug. 1, 1913 " 1, 1913	Horn's Elevator. Ogilvie's Elev. Consolidated Elev.	Montreal.....	564-00	On investigation of elevators, scale tickets and weigh sheets, no leaks, errors nor omissions were found. Therefore it is to be concluded the boat obtained grain to the amount of B.L.
Northern Queen.....	Aug. 5, 1913	Empire Elev. C. N. R. 'B.'	Buffalo.....	897-00	On investigation of elevators, scales tickets and weigh sheets, no leaks, errors nor omissions were found.
Acadian.....	Sept. 5, 1913 " 5, 1913	Consolidated Elev. Empire Elevator.....	Montreal..... Flax Oats	218-00 96-00	On investigation, the Montreal Harbour Elevator reports some "damaged." Amount not estimated. Everything in connection with weighing and handling the cargo here was checked over and found that it was very clear that she received the grain to the amount of B.L.



TABLE OF SHORAGES.—Continued.

Steamer.	Date Loaded.	Elevator loaded at	Destination.	Shortage.	Result of Investigation.
Carruthers.....	Sept. 22, 1913	Empire Elevator..... C. N. R.	Port Colborne.....	2,465 00	On a most thorough investigation of elevators scale tickets and also weight sheets, nor leaks not errors were found.
M. A. Hanna.....	Sept. 27, 1913 " 28, 1913	Western Elevator..... Consolidated Elev.	Buffalo.....	444 00	On investigation of elevators scale tickets and weigh sheets, no leaks, errors nor omissions found, scales in both houses being recently examined were in splendid condition.
Corvus.....	Oct. 9, 1913	C. P. R. 'D.'.....	Buffalo.....	521-50	On investigation found scale tickets and weigh sheets correct also examined scales, spouting and shipping bins—scales were found working satisfactorily and spouting and bins free from leaks; therefore the vessel apparently received the grain to the amount of her B. L.
F. H. Peavey.....	Oct. 11, 1913	Empire Elevator..... Western Elevator Consolidated Elev.	Buffalo.....	215-00	On investigation of elevators, scale tickets and weigh sheets, no leaks, errors nor omissions were found.
Yale.....	Oct. 12, 1913	Empire Elevator..... G. T. P. Elevator.	Chicago.....	1,067-00	On investigation of elevators scale tickets and weigh sheets, found no leaks, errors nor omissions.
Collingwood.....	Oct. 12, 1913	C. P. R. 'D.'.....	Port McNicoll.....	900 00	On investigation of elevators scale tickets and also weigh sheets, no leaks nor errors were found, but owing to the shipment being made direct from one C. P. R. Elevator to the other Supt. Le May agrees to adjust same if vessel assumes one-half bushels loss to the 1,000 bushel for shrinkage, which is not unreasonable.



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9.—*Chief Weighmaster's Report to the Board of Grain Commissioners.*

GENTLEMEN,—Herewith is presented my report on the weighing of grain for the year 1913:—

Since taking charge of the Weighing Department, on November 20, at which time the fall rush was at its height, my time has been occupied in becoming familiar with the routine methods of procedure, and other details of the work, and investigating the system at present in use, for the purpose of securing data that would be of service in a reorganization of the Weighing Department, if such were found necessary.

During the investigation of alleged shortages, I have by authority of my position as Inspector of Weights and Measures, inspected and tested a large number of scales in the different elevators, and while I found it necessary to make some minor adjustments, yet, on the whole, the scales are in good condition.

They were all inspected in September, and will be all tested again before the opening of navigation, not only at Port Arthur and Fort William, but also at all eastern ports.

That 685 vessels have carried approximately 128,000,000 bushels of grain from these ports from September 1 to the close of navigation, during which time the weighmen had to work long hours at top speed, would show the necessity of very close supervision of the work in order to safeguard the interests of both vessel owners and shippers, and at the same time maintain the integrity of weights.

While from the reports of out-turns available, the general average of shortage per 1,000 bushels would appear to be reasonable, considering the large amount of grain moved and the short time in which it was handled, there have been individual cases of shorts and overs, which go to make up this gratifying average, and it will be toward the elimination of these cases that our work will be directed.

There has been a number of complaints of alleged shortages on cargoes investigated, four of which were found to have occurred here, and the companies responsible promptly agreed to adjustment of same. Other investigations failed to show that these ports were responsible, and I feel that if the same care and supervision was exercised at the unloading ports that is given to the work here, there would be fewer complaints for this department to handle.

Complaints of shortage in weights of cars shipped from country elevators and farmers have come in and may be accounted for by:—

(a) Shipping scales in country elevators being improperly installed, or getting out of order by the settling of the building, or by long use without the service of a scale mechanic to put them in repair.

(b) Loading cars without weighing, or weighing upon outside scales either of poor quality or that have become rusted and unreliable from long exposure to the weather, and that are subject to variation from wind pressure.

(c) By leaking cars, or cars that may have been discovered leaking and coopered between shipping and unloading points, or by theft of grain in transit.

(d) By accident or faulty equipment for conveying grain from the cars to the scales in terminal elevators, or by releasing grain from unloading hoppers before the grain of a previous car is all up.

In dealing with the above causes I beg to suggest that a more rigid inspection of scales in country elevators would in great measure remove the cause of complaints from this source.

The second cause would be more difficult to deal with. But "estimated weights" or weights obtained on scales such as above mentioned, should not stand against the weights taken on high-class scales that are under constant supervision in the terminal elevators.

Leaking cars, or cars tampered with while in transit, usually present evidence sufficient to fix the responsibility for loss.



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In weighing grain from cars into terminal elevators, both the mechanical and the human factor have to be considered, and as only careful supervision of equipment on the part of the elevator employee can secure the correct delivery of grain intact from each car to the scales, it would appear advisable that the companies place a man in charge of unloading hoppers, conveyor belts and legs, to insure this, as when mistakes of the nature do occur, the elevator companies do not profit by it, but when investigation shows the equipment to have been responsible, they have to make good the shortage.

There should be efficiency in the taking of load lines, and close scrutiny of same by the weighman in their relation to weight, as a means of detecting errors in the delivery of grain to the scales.

Since the close of navigation the weighing staff has been reduced as much as could be done without impairing efficiency.

All of which is respectfully submitted.

J. G. WHITE,  
*Chief Weighmaster.*



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## CHAPTER 4.

### PUBLIC ELEVATORS IN THE EASTERN DIVISION.

1. The following table shows the existing elevators in the eastern division that are licensed to handle grain:—

For table see pages 26 to 28



1. ELEVATORS OWNED AND OPERATED BY THE GOVERNMENT THROUGH THE DEPARTMENT OF RAILWAYS AND CANALS.

Location.	Construction.	Date of Construction	Owner.	Operator.	Capacity.	Receipts 1912-13.	Insurance, etc.
Halifax.....	Wood.....	.....	Dom. Govt.....	Dom. Govt.....	B. 475,000	Bus. 282,234	
Port Colborne...	Steel Concrete.....	.....	".....	".....	750,000	17,127,470	
Port Colborne...	".....	Under construction..	".....	".....	1,250,000	.....	
St. John.....	Wood.....	1899.....	".....	".....	475,000	2,328,264	
				Total.....	2,950,000	19,737,968	

2. ELEVATORS OWNED AND OPERATED BY THE BOARDS OF HARBOR COMMISSIONERS.

Montreal (1).....	Steel Concrete.....	1904.....	Harbor Board.....	Harbor Board.....	1,000,000	14,174,099	
Montreal (1).....	".....	Under construction..	".....	".....	1,500,000	.....	
Montreal (2).....	Concrete.....	1912.....	".....	".....	2,500,000	14,072,548	
Quebec.....	.....	Under construction..	".....	".....	1,000,000	.....	
			Total.....	Total.....	6,000,000	28,246,647	

3. ELEVATORS OWNED AND OPERATED BY RAILWAY COMPANIES.

Depot Harbor...	Wood.....	1898.....	G. T. P. Railway.....	G. T. P. Railway.....	1,750,000	6,482,543	Private insurance.
Port McNicoll...	Concrete & Reinfld..	.....	".....	Can. Pac. ....	4,200,000	10,483,372	Armour Grain Co., Chicago, leased this elevator since August 31, 1913.
Tiffin.....	".....	1908.....	G. T. P. Railway.....	G. T. P. Railway.....	2,000,000	11,624,945	Private insurance.
West St. John...	Wood.....	1892-3, 1898.....	Can. Pac. ....	Can. Pac. ....	800,000	7,666,365	
West St. John...	Concrete.....	Under construction..	".....	".....	1,000,000	.....	
			Total.....	Total.....	9,750,000	36,257,225	

4. ELEVATORS OWNED AND OPERATED BY COMPANIES THAT DO NOT DEAL IN GRAIN.

Kingston.....	Wood.....	.....	Montreal Transport Co.....	Montreal Transport Co.....	750,000	11,672,836	\$2.29 building.
Montreal.....	Steel Concrete.....	.....	Montreal Warehouse Co.....	Montreal Warehouse Co.....	1,000,000	18,997,706	



Prescott.....	Wood.....	.....	Prescott Terminal Co.....	1, 000, 000	598, 175	
Kingston.....	Wood.....	1899.....	Total Licensed.....	2, 750, 000	31, 268, 717	
Quebec.....	Wood.....	.....	Kingston Forward. Co.....	500, 000	.....	\$1.99 contents—not licensed.
			Quebec Harbor Com.....	275, 000	.....	Not licensed.
			Total Non-Licensed.....	775, 000	.....	

5. ELEVATORS OWNED BY RAILWAYS AND LEASED TO GRAIN COMPANIES.

Collingwood.....	Wood.....	1871.....	G. T. P. Railway.....	E. R. Bacon.....	140, 000	309, 297	\$4.92 on Bldg., \$4.62 grain, 80 per cent insurance clause.
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6. ELEVATORS OWNED AND OPERATED BY COMPANIES THAT DEAL IN GRAIN.

Goderich.....	Concrete.....	1905-06. 1911.....	Gode. Elev. & Transit Co....	Godd. E. & T. Co.....	1, 000, 000	9, 063, 753	\$1.50 engine room building none; 31 cents on stock.
Goderich.....	Cement.....	1910-11.....	West. C.F.M. Co.....	West. C. F. M. Co.....	560, 000	.....	
Goderich.....	Wood.....	.....	.....	.....	150, 000	2, 589, 050	31 cents is high—flour mill near elevators sprinkler will bring it down 17.20 cents.
Kingston.....	Wood.....	1898-99.....	J. Richardson.....	J. Richardson.....	230, 000	1, 790, 172	\$4.27 building, \$2.97 grain sprinkler will reduce insurance 1 per cent.
Midland.....	Wood.....	.....	Midland Elev. Co.....	Midland Elev. Co.....	1, 000, 000	1, 189, 807	Mr. Jones' report $\frac{5}{8}$ shows Nye Jenks operating.
Port Colborne...	Concrete.....	1910.....	Maple Leaf Mill Co.....	Maple Leaf M. Co.....	1, 400, 000	No report, just commenced to handle grain.	Offered a rate of $\frac{1}{4}$ of 1 per cent grain. No insurance fire-proof.
Tiffin.....	Steel.....	1905-06.....	Aberdeen Elev. Co.....	Aberdeen Elev. Co.....	900, 000	4, 844, 305	20 cents on elevator and 25 cents on grain.
			Total.....		5, 240, 000	19, 477, 087	



RECAPITULATION.

Class.		Capacity.	Receipts (1912-13).
1	Elevators owned and operated by the Government through the Department of Railways and Canals.....	2,950,000	19,737,968
2	Elevators owned and operated by the Boards of Harbor Commissioners.....	6,000,000	28,246,647
3	Elevators owned and operated by Railway Companies.....	9,750,000	36,257,225
4	Elevators owned and operated by companies that do not deal in grain.....		
	..... Licensed.....	2,750,000	31,268,717
	..... Non-Licensed.....	775,000	.....
5	Elevators owned by railways and leased to grain companies.	140,000	309,297
6	Elevators owned and operated by companies that deal in grain.....	5,240,000	19,477,087
	Total.. ..	27,605,000	135,296,941

TWO ELEVATORS WERE BURNT DURING THE YEAR.

Location.	Owner.	Operator.	Capacity.	Receipts.	---
Meaford.....	Georgian Bay Mlg.Co.	Georgian Bay Mlg.Co.	700,000	1,239,708	Burned 9th July, 1913.
Point Edward....	Point Edward E. Co..	Point Edward E. Co..	500,000	2,523,529	Burned 7th July, 1913.
			1,200,000	3,763,237	



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*2. Over what Eastern Elevators has the Board Jurisdiction.*

(a) *Elevators owned and operated by the Dominion Government.*—There are three elevators in the eastern division that are owned by the Dominion Government, and that are operated by departments other than that of Trade and Commerce. These three elevators are at Port Colborne, Halifax, and St. John, and they are not under the jurisdiction of the Board of Grain Commissioners.

(b) *Elevators owned by Harbour Commissions.*—There are two elevators in Montreal operated by the Harbour Commission of that city, and there is one newly constructed elevator at Quebec to be operated by the Quebec Harbour Commission. So far as legislation goes, these elevators appear to be subject to the jurisdiction of the Board of Grain Commissioners, but the matter has been rendered doubtful because in the question of the tariffs of the elevators of the Harbour Commission of Montreal, the Dominion Government acted directly. There would tend to be fewer misunderstandings of the question of the jurisdiction of the Board over these elevators was authoritatively decided one way or another.

(c) *Elevators owned and operated by Railway Companies.*—So far as The Canada Grain Act is concerned, these elevators are not exempt from the jurisdiction of the Board, but an application has been made to the Board of Railway Commissioners from Montreal in regard to the tariffs of the Grand Trunk Pacific elevator at Montreal, and the application has not yet been disposed of. The question of the jurisdiction of the Board of Railway Commissioners over elevators owned and operated by railway companies has thus been raised.

(d) *Elevators at the Atlantic Ports.*—Elevators at the Atlantic ports of Canada fall into three classes. There are the elevators at St. John and Halifax that are operated by the Dominion Government through the Department of Railways and Canals, there are the elevators at Montreal and Quebec that are owned and operated by the Harbour Commissions of those cities, and there are, lastly, the elevators at St. John and Montreal that are owned by the railway companies. These are all the elevators at the Canadian Atlantic ports, and if the elevators owned by the railways are under the jurisdiction of the Board of Railway Commissioners, and if the elevators owned by the Harbour Boards are regulated directly by the Government, it follows that there are no elevators on the Atlantic seaboard over which the Board has jurisdiction.

*3. The Canada Grain Act and Public Elevators in the Eastern Division.*

According to section 13 of the Canada Grain Act, the Governor in Council may authorize the Minister to construct, acquire, lease or expropriate for His Majesty, any terminal elevator if Parliament has granted money for such purpose. There is no such legislation about public elevators in the eastern division.

According to section 123 of the Canada Grain Act, subsection 2, the Board of Grain Commissioners has certain powers in regard to the leasing of terminal elevators, and also in regard to the approving of the persons who manage and operate terminal elevators. There is no such legislation with regard to eastern elevators.

According to section 12, the Board may, with the approval of the Governor in Council, make regulations for and require the registration of terminal warehouse receipts. There is no such legislation with regard to eastern elevators.

According to section 195 of the Canada Grain Act, inspectors have supervision and control of the binning of grain in the terminal elevators and the transferring of grain from one bin to another. There is no such legislation with respect to eastern elevators.

According to section 91 of the Canada Grain Act, grain grown in the western provinces passing through the Winnipeg district must be inspected at Winnipeg or a point within the district, and on all grain so inspected the inspection is final; and



according to section 98 no certificate can be issued east of the western division for western grain.

Eastern inspectors have nothing to do with the inspection of west grown grain but are limited to east grown grain. Further, there are no established inspection offices at elevator points in the eastern division except at Kingston, Peterborough and Montreal. In a word, there is no inspection staff in the eastern elevators as there is and must be in the terminal elevators.

In regard to these eastern elevators, the following policies have been suggested and advocated:—

(a) To take all public elevators in the eastern division that are now operated by parties interested in grain out of their hands and to have them operated by the railway companies or by the state.

(b) To supervise the binning in all the eastern elevators by a method similar to that now in operation in the lake terminals.

(c) To supervise operation of the eastern elevators by a system of registration and cancellation of receipts.

(d) To establish at the Atlantic ports an inspection of western grain either upon condition only, or upon condition and grade.

Any of these would require, according to the view of the Board of Grain Commissioners, amendments to The Canada Grain Act.

It has also been advocated that the Board should place a man in each of these elevators who would be competent to supervise the working of the elevator. This would involve considerable addition to the expenditure, especially if the men so appointed were really competent to tell whether the grain had been interfered with.

It is not perhaps sufficiently realized that inspection of the grain is the foundation of all the supervision and control exercised by the State over the terminal elevators' inspection, that is to say not merely of the elevators but also of the grain—the inspection in, and the inspection out. There is no such inspection in the eastern elevators for western grain, and under The Canada Grain Act there can be no such inspection. The difference between terminal and transfer elevators is fundamental. It is the work of inspection in the terminal elevators that makes possible the various forms of supervision and control. It is the absence of inspection in the transfer elevators that makes the difficulty in supervising them. The various forms of supervision in operation at the terminal point all arise out of the inspection. The absence of such inspection in the transfer elevators makes the application of these forms of supervision impossible to them.

#### *4. The Functions of Eastern Elevators.*

So far as west-grown grain is concerned, the fundamental principle of the Grain Act is that the inspection ceases at the terminal points, Fort William and Port Arthur. When the grain leaves these points, therefore, it is presumed to be moved through transportation agencies to the orders of the shipper on the way to its final destination. The Canada Grain Act prescribes explicitly the records to be kept by the warehousemen of the public elevators in the eastern division, section 126, and this record enables the grain to be traced, should a dispute arise. The transportation companies furnish the identity of the grain through, usually putting the details on the back of the shipping bills.

#### *5. Elevators that are not Operated by Parties or Companies Dealing in Grain.*

The elevators that are operated by the Dominion Government, the Harbour Commissions of Montreal and Quebec, the railway companies and those transportation



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companies that do not deal in grain are not regarded apparently with suspicion. It is not generally believed that the Dominion Government or public Boards like the Harbour Boards, or railway and transportation companies, would violate the Grain Act in order to enable some unscrupulous grain dealer to make profits for himself.

*6. Eastern Elevators that are Operated by Grain Companies.*

Such suspicion as exists appears to be directed chiefly to those eastern elevators which are operated by grain dealers, and which at the same time are licensed to do a public business. Some of these elevators, indeed, only handle the grain belonging to the owners of the elevators, but there are some important elevators in the east in which grain is handled for the public, and in which the grain belonging to the owners of the elevators is also handled. It is against these latter apparently that such suspicion as exists is chiefly directed.

*7. Do these Elevators Tamper with the Grain?*

To this question it would appear that the most direct way of obtaining a definite answer would be to examine the grain either out of the elevators or as delivered at the British ports. It would be possible to place a sampler at each of these elevators who would take samples of the grain as shipped out from them, and who would send these samples to the Chief Inspector at Winnipeg. Or again, it would be possible to place a sampler at each Canadian Atlantic port who would sample the cars and cargoes from all these eastern elevators and send the samples to the Chief Inspector at Winnipeg. Or again, it would be possible to place a man in each of these elevators to watch the actual operation of them. It is doubtful, however, whether this method of supervision would be as effective as that of sampling.

So far as obtaining information about the actual deliveries of the grain in Great Britain is concerned, this matter is dealt with in a special report of the Chief Grain Commissioner, a report which will be duly and fully considered by the Board before any recommendation is made.



## CHAPTER 5.

## COUNTRY ELEVATORS.

*1. Capacities.*

The total licensed capacity of the country elevators and country warehouses is 83,142,000 bushels. This amount represents 2,521 elevators and 23 warehouses.

*2. Travelling Inspectors.*

Five travelling inspectors were appointed by the Board on October 21, 1912. One, Mr. F. W. Green, of Moosejaw, was engaged for six months and, at the termination of the six months, he was not re-engaged. Up to the 31st of August, 1913, the travelling inspectors visited 593 different points in the western provinces. From each of these points the Board received a report as to the number of elevators, capacity, etc., in accordance with the form printed in the annual report of the Board for 1912.

The salaries for the year amounted to \$6,933.25, and the travelling expenses amounted to \$2,393.67, making a total cost for this work of \$9,326.92.

*3. Complaints from Country Points.*

Complaints from the following points were received at this office, and, in every case, the matter was given prompt attention. Complaints that admitted of settlement were, in nearly every case, satisfactorily adjusted. Many claims, several of them quite small, would have found their way into the law courts; these were settled amicably by means of correspondence, or by the visit of one or more of our officers.

Number of complaints received by the Board of Grain Commissioners by railways upon the various subjects as enumerated below:—

Nature of Complaint.	C. P. R.	C. N. R.	G. T. P.
Car distribution... ..	6	4	3
Car order book... ..	12	8	—
Car shortage... ..	26	26	1

Number of complaints received respecting shortage of grain arising from wrecks, leakages, differences of weights, etc., amounted to 73.

Number of complaints received respecting inspection, grade, dockages, etc., amounted to 58.

Number of complaints received arising out of the sale of car lots, delay in settlement, contract, adjustment, etc., amounted to 176.

Number of complaints received respecting miscellaneous freight demurrage, storage, loss in transit, fire, moving loaded cars, etc., amounted to 76.

Number of places which were supplied with cars out of turn to relieve congestion during the crop year 1912-13 was 166. During the above period, six places were supplied with empties contrary to the Grain Act. In each of these cases the railway company moved in a train load of empties to relieve the congestion immediately.



## CHAPTER 6.

## THE LAKE TERMINAL ELEVATORS.

*1. Capacity.*

The capacity of the public terminal elevators at the head of the lakes is 40,435,000 bushels.

*2. Tariffs of Public Terminal Elevator Charges.*

The following tariffs of the public terminal elevator charges for the year ending September 1, 1914, were approved of by the Board:—

*Fort William and Port Arthur Terminals, Tariff of Public Terminal Elevator Charges for the Year ending September 1, 1914 (effective September 1, 1913).*

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1912:—

*Rates.*

Elevation, not otherwise specified; receiving, elevating, cleaning, spouting, insurance against fire and storage for the first fifteen days, three-quarters of one cent ( $\frac{3}{4}$ c.) per bushel.

Storage, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ( $\frac{1}{30}$ c.) per bushel.

On grain condemned for or rejected because mixed with heated, heating, or fire burnt: receiving, elevating, sprouting, insurance against fire and storage for the first fifteen days, one and one-half cents ( $1\frac{1}{2}$ c.) per bushel.

On grain carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of one cent (1c.) per bushel. For each subsequent separation, computed on balance for separation, a further charge of one cent (1c.) per bushel.

On mixed grains handled as mixtures: receiving, elevating, sprouting, insurance against fire and storage for the first fifteen days, one and one-half cents ( $1\frac{1}{2}$ c.) per hundred pounds.

On mixed grains handled as mixtures: storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, two-thirtieths of one cent ( $\frac{2}{30}$ c.) per hundred pounds.

On wheat carrying a return of screenings, an additional cleaning charge of one-half of one cent ( $\frac{1}{2}$ c.) per bushel.

On tough grain, drying, one and one-half cents ( $1\frac{1}{2}$ c.) per bushel.

On damp or wet grain, drying, four cents (4c.) per bushel.

On screenings: elevating, spouting, insurance against fire, and storage for the first fifteen days, two cents (2c.) per hundred pounds.

On screenings: storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days, one-tenth of one cent ( $\frac{1}{10}$ c.) per hundred pounds.



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On bulkheads, for their removal and other additional expense in handling and unloading car, three dollars (\$3) for each bulkhead.

For preparing cars for flax shipments, two dollars (\$2) for each car.

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

All charges for cleaning, drying or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

#### *Wheat Screenings.*

On wheat carrying a dockage of five per cent (5%) or more, after deducting one and one-half per cent (1½%) of the gross weight for waste, a return will be made for the balance of the screenings. No other returns for screenings will be made.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from date of unload they may be disposed of for account of whom it may concern.

#### *No Grade and Condemned Grain.*

All tough, damp, wet, condemned, heating, heated or fire burnt grain may always be refused. If received and stored it will be only under special contract and will always be at the owner's risk of deterioration. Except for immediate drying, tough grain will only be received subject to one per cent (1%) shrinkage for moisture.

It is not infrequently said that the tariffs of terminal elevators at Fort William and Port Arthur are too high. It is therefore advisable to sketch the actual position of this very important matter.

Two special investigations have been conducted into the tariff charges of the terminal elevators. One of these was conducted by the Board of Railway Commissioners prior to the creation of the Board of Grain Commissioners, and the other was conducted by the Board of Grain Commissioners in the month of September, 1912. Both these investigations were as thorough as the Boards could make them. Cost of construction, cost of operation, all costs and all revenues were examined. The Board of Railway Commissioners declined to order a reduction, and the Board of Grain Commissioners came to a similar conclusion.

The terminal elevator companies must file their tariffs in the month of September each year, and the proposed tariffs are subject to the control of the Board of Grain Commissioners. An opportunity is given every year at a public session for the discussion of the tariffs. It is much easier to argue in a general way that the elevator tariffs are too high, than to submit real evidence to justify the contention.

The whole situation as regards terminal elevator tariffs has undergone a change. Hitherto the facts as to the terminal elevator business were in the hands of the terminal elevator companies alone. Now, one of the large terminal elevators is operated by the Grain Growers' Grain Company, a farmers' organization, and another large terminal elevator is operated by the Board of Grain Commissioners for the Government. The information is no longer in the hands of terminal elevator companies alone. It is as available to the producers through their own company, and to the Board of Grain Commissioners, as it is to terminal elevator companies. This fact, taken along with the fact that the tariffs charged by all the companies are under the control of the Board, renders the regulation of terminal elevator tariffs an easy matter.

In the meantime, the Board of Grain Commissioners, in another section of this report, makes certain recommendations about terminal elevator surpluses, which are in the nature of reductions.



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*3. Vessel Registration.*

The Dominion Marine Association complained that there were frequent and considerable delays in the loading of the vessels in the terminal elevators, which put unnecessary additional expenses upon the vessels.

The Board of Grain Commissioners considered it to be necessary to investigate the alleged delays. The Board has no jurisdiction over vessels, but it has jurisdiction over the inspection and weighing departments, the department of registration of warehouse receipts, and the terminal elevators; and the Board decided to investigate whether the delays, if any, were occasioned by any agencies over which the Board had jurisdiction. The Board therefore appointed for the season between the beginning of October and the close of navigation, 1913, a registrar of vessels, whose business it would be to collect all relevant information about the loading of vessels. The information collected, with a report thereon, was submitted by the registrar on the 18th day of February. The Board takes no responsibility for the figures and opinions set forth in the registrar's report. The Board considers that the report of the registrar should be made known to the parties interested. It therefore forwarded the report to the department with a recommendation that it should be printed as an appendix to the annual report of the Board. The Board also decided that this work should be continued through the next season of navigation. For this purpose it re-appointed, temporarily, Mr. W. W. Jones, as registrar, and it instructed Mr. Jones also to collect information about the loading out of cars at the different terminal elevators for all rail shipment during the winter of 1913-14.

*4. Trimming Spouts.*

The Dominion Marine Association in the same connection suggested that trimming spouts similar to those in use at Port Colborne Government Elevator should be installed by the terminal elevators at the head of the lakes, as this step would facilitate loading of the vessels. The Board sent the chief engineer, Mr. Howe, to Port Colborne to report upon this suggestion. Mr. Howe's report has not yet been received.

*5. Stock Taking at the Terminal Elevators.*

The terminal elevators were weighed up during the month of August. The following is a statement of surpluses:—



TABLE 1.

SURPLUSES AND SHORTAGES.  
THE GRAND TRUNK PACIFIC ELEVATOR.

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Wheat—			
Sundries.....	5,415.30		
4 Nor.....	9,463.50		
3 Nor.....	1,025.20		
2 Nor.....	11,444.00		
1 Nor.....	19,903.10	47,227.50	11,545,000
Oats—			
Sundries.....	9,999.33		
2 Feed.....	6,138.20		
3 C. W.....	90.26		
2 C. W.....	7,966.30	24,196.07	6,375,000
Barley.—			
4 C. W.....	1,451.30		
3 C. W.....	8,193.16	9,644.46	735,000
Flax—			
Sundries.....	889.50		
3 C. W.....	2,853.37		
1 N. W. C.....	40,212.50	43,956.25	2,056,000



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## THE GRAIN GROWERS' GRAIN COMPANY "B" AND "E".

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Wheat—			
Sundries.....	18,923·10		
4 Nor.....	10,250·10		
3 Nor.....	893·10		
2 Nor.....	27,638·40		
1 Nor.....	5,192·10	62,897·20	
			11,642,000
Oats—			
Deficit.....			3,282,000
Barley—			
Sundries.....	5,379·42		
3 C. W.....	8,466·42	13,846·36	
			1,204,000
Rye—			
Rejected.....	25·30	25·30	
Deficiency in 2 C. W. oats.....		3,804·15	

## EMPIRE ELEVATOR INCLUDING THUNDER BAY ELEVATOR.

	Bushels.	Bushels.	Bushels.
Wheat.—			
Sundries.....	2,091·30		
2 Nor.....	36,876·00		
1 Nor.....	34,299·30	73,267·00	
			17,389,000
Oats—			
Sundries.....	691·04		
2 Feed.....	708·23		
1 Feed.....	4,171·08		
Ex. 1 Feed.....	3,284·22		
2 C. W.....	30,883·06	39,738·29	
			5,948,000
Barley—			
3 C. W.....	10,095·14	10,095·14	
			1,835,000
Flax—			
Sundries.....	3,753·24		
3 C. W.....	831·34		
1 N. W. C.....	71,010·27	75,594·29	
			3,800,000
Deficit—			
1 C. W. Oats.....	2,448·18		



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THE WESTERN TERMINAL ELEVATOR.

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Wheat—			
No. 4.....	54.20		
2 Nor.....	12,000.00		
1 Nor.....	22,496.30	15,550.50	5,864,000
Oats—			
1 Feed.....	963.00		
Ex. 1 Feed.....	409.14		
3 C. W.....	10.20		
2 C. W.....	5,832.32	7,215.32	756,000
Flax—			
1 N. W. C.....	21,974.41	21,974.41	2,315,000

THE CONSOLIDATED ELEVATOR.

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Wheat—			
2 Nor.....	34,482.00		
1 Nor.....	13,622.40	48,104.40	8,895,000
Oats—			
2 Feed.....	18,559.21	18,559.21	1,999,000
Barley—			
Sundries.....	6.32	6.32	472,000
Flax—			
2 C. W.....	8,221.13		
1 N.. W. C.....	18,558.00	26,779.13	2,160,000
Deficit in—			
2 C. W. Oats.....	2,788.04		
3 C. W. Barley.....	1,279.18		



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THE CANADIAN NORTHERN ELEVATORS "A" AND "B", PORT ARTHUR.

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Wheat—			
Sundries.....	18,137.40		
6 Nor.....	6,293.00		
5 Nor.....	695.10		
2 Nor.....	4,470.10		
1 Nor.....	16,988.10	46,584.10	23,391,000
Oats—			
Sundries.....	39,334.00		
Ex. 1 Feed.....	4,729.23	44,113.23	7,018,000
Barley—			
Sundries.....	10,454.41		
3 C. W.....	10,167.08	20,622.01	2,732,000
Flax—			
2 C. W.....	1,452.41		
1 N. W. C.....	37,414.11	38,866.52	3,709,000
Deficit—			
3 C. W. Oats.....	4,810.02		
2 C. W. Oats.....	55,486.32		
1 C. W. Oats.....	685.20		

CANADIAN PACIFIC ELEVATORS "A" "C", AND "D".

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Wheat—			
Sundries.....	27,696.10		
2 Nor.....	33,067.00		
1 Nor.....	32,276.30		
1 Hard.....	2,310.20	95,380.00	17,355,000
Oats—			
2 C. W.....	30,239.23		
1 C. W.....	897.22	31,137.11	5,760,000
Barley—			
Sundries.....	15,051.07		
3 C. W.....	12,481.26		
Ex. 3 C. W.....	169.08	27,701.41	2,386,000
Mixed Grain.....		922,950 Lbs	
Additional owing by Grain Growers—			
Wheat Sundries.....	30,147.50		
Oat Sundries.....	5,893.19		



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THE CANADIAN PACIFIC ELEVATOR "D"—FLAX ONLY.

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
3 C. W. Flax.....	12,124.42		
1 N. W. C. Flax.....	28,005.20	40,130.06	2,516.000

OGILVIE'S ELEVATOR AND MILL.

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Oats—			
Ex. 1 Feed.....	288.25		
3 C. W.....	1,486.16		
2 C. W.....	1,202.22	2,977.29	1,243,000
Barley—			
3 C. W.....	1,235.16	1,235.16	230,000
Wheat—Deficit.			
3 Nor.....	1,310.00		
2 Nor.....	4,832.10		
1 Nor.....	927.50		
Total.....	7,070.00		

HORN'S ELEVATOR AT PORT ARTHUR.

		Surplus.	Receipts.
	Bushels.	Bushels.	Bushels.
Wheat—			
Sundries.....		27,237.30	1,265,00
Oats—			
Sundries.....	1,378.04		
3 C. W.....	1,151.00		
2 C. W.....	1,667.33	4,197.03	347,000
Barley—			
4 C. W.....		215.03	124,000
Flax—			
Sundries.....	1,749.12		
1 N. W. C.....	2,082.08	3,831.20	952,000
Deficit in—			
3 Nor.....	2,315.00		
2 Nor.....	11,137.10		
Scoured 20.....	1,001.50		
3 C. W. Barley.....	3,416.34		
3 C. W. Flax.....	718.23		
2 C. W.....	8,392.29		



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TABLE 2  
SURPLUSES AND THEIR SOURCES.

GRAND TRUNK PACIFIC ELEVATOR.

	Surplus.	Per cent.	Tough.	Ex. Cars.	Net Surplus	Per cent.	Receipts
Wheat.....	47,224.50	0.408	22,910.00	11,340.00	12,974.50	.112	11,545,000
Oats.....	24,196.07	0.379	14,776.00	9,706.00	Nil.	.....	6,375,000
Barley.....	9,644.46	1.311	498.00	1,250.00	7,896.46	1.074	735,000
Flax.....	43,956.25	2.137	906.00	2,154.00	40,896.25	1.989	2,056,000

GRAIN GROWERS' GRAIN COMPANY.

Wheat.....	65,075.20	0.559	13,075.00	9,800.00	42,200.00	.362	11,642,000
Barley.....	13,846.36	1.150	1,415.00	1,790.00	10,641.36	.884	1,204,000

EMPIRE ELEVATOR AND THUNDER BAY ELEVATOR.

							Bushels.
Wheat.....	73,267.00	0.421	20,367.00	15,235.00	37,665.00	.216	17,389,000
Oats.....	39,738.29	0.688	7,680.00	9,412.00	22,646.29	.380	5,948,000
Barley.....	10,095.14	0.550	1,056.00	2,625.00	6,414.14	.349	1,835,000
Flax.....	75,594.29	1.989	19.00	3,504.00	72,071.29	1.897	3,800,000

WESTERN ELEVATOR.

							Bushels.
Wheat.....	34,550.00	0.589	386.00	4,860.00	29,304.00	.500	5,864,000
Oats.....	7,215.32	0.954	22.00	1,118.00	6,075.32	.803	756,000
Flax.....	21,974.41	0.949	.....	2,132.00	19,842.41	.857	2,315,000

CONSOLIDATED ELEVATOR.

							Bushels.
Wheat.....	48,104.40	0.540	3,757.00	7,420.00	36,927.40	.415	8,895,000
Oats.....	18,559.21	0.928	327.00	2,853.00	15,379.21	.769	1,999,000
Flax.....	26,779.13	1.239	13.00	1,971.00	24,795.13	1.148	2,160,000

PORT ARTHUR ELEVATOR.

							Bushels.
Wheat.....	147,053.40	0.628	59,448.00	22,530.00	65,075.40	.278	23,391,000
Oats.....	44,113.23	0.628	17,189.00	11,059.00	15,865.23	.226	7,018,000
Barley.....	20,622.01	0.755	4,965.00	4,416.00	11,241.01	.411	2,732,000
Flax.....	48,866.52	1.277	1,502.00	3,214.00	44,150.52	1.190	3,709,000

CANADIAN PACIFIC ELEVATOR.

							Bushels.
Wheat.....	135,876.10	0.783	36,578.00	14,590.00	84,708.10	.488	17,355,000
Oats.....	37,030.30	0.643	20,650.00	8,647.00	7,733.30	.134	5,760,000
Barley.....	27,701.41	1.161	5,293.00	3,730.00	18,678.41	.783	2,386,000
Flax.....	39,104.44	1.554	.....	2,186.00	36,918.44	1.467	2,516,000



TABLE 2.—Continued.  
SURPLUSES AND THEIR SOURCES.  
GILVIE'S ELEVATOR

—	Surplus.	Per cent.	Tough.	Ex. Cars.	Net Surplus	Per cent.	Receipts.
							Bushels.
Oats.....	2,977.29	0.239	874.00	1,794.00	309.29	0.025	1,243,000
Barley.....	1,235.16	0.517	.....	354.00	881.16	.369	239,000

HORN'S ELEVATOR.

							Bushels.
Wheat.....	27,237.30	2.153	9,251.00	1,170.00	16,816.30	1.329	1,265,000
Oats.....	4,197.03	1.209	2,970.00	618.00	609.03	.175	347,000
Barley.....	215.03	0.173	1,034.00	230.00	.....	.....	124,000
Flax.....	3,831.20	0.402	3,739.00	1,018.00	.....	.....	952,000



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TABLE 3.

*Surpluses in Terminal Elevators for 1912.*

The following is a statement of surpluses in terminal elevators for 1912:—

## CANADIAN PACIFIC ELEVATOR.

Grain.	Overs.	Shorts.	Surplus.
Wheat.....	190,999-10	48,589-00	142,410-10
Oats.....	67,788-12	31,555-28	36,232-18
Barley.....	8,111-00	3,639-21	4,471-27
Flax.....	Nil.	Nil.	Nil.
Rye.....	285-33	217-22	68-11

## PORT ARTHUR ELEVATOR COY.

Wheat.....	226,750-10	162,858-20	63,891-50
Oats.....	87,714-22	65,669-12	22,045-10
Barley.....	35,904-46	25,008-28	10,896-18
Flax.....	28,318-04	8,825-28	19,492-32
Rye.....	Nil.	Nil.	Nil.

## GRAND TRUNK TERMINAL ELEVATOR.

Wheat.....	33,208-20	22,133-30	11,074-50
Oats.....	31,084-20	4,615-28	26,468-26
Barley.....	6,347-29	3,458-10	2,889-19
Flax.....	5,066-19	3,850-48	1,215-27
Rye.....	Nil.	Nil.	Nil.

## OGILVIE'S ELEVATOR.

Wheat (Deficit of 3,137-10 in Wheat).....	8,002-50	11,140-00	Nil.
Oats (Deficit of 2,247-31 in Oats).....	1,272-12	3,520-09	Nil.
Barley.....	1,795-20	1,362-34	432-34
Flax.....	Nil.	Nil.	Nil.
Rye.....	Nil.	Nil.	Nil.

## THUNDER BAY ELEVATOR.

Wheat.....	83,971-30	38,077-30	45,894-00
Oats.....	29,162-20	28,254-28	907-26
Barley.....	4,440-42	1,609-03	2,831-39
Flax.....	9,085-50	669-46	8,416-04

## EMPIRE ELEVATOR.

Wheat.....	89,791-00	35,959-40	53,831-20
Oats (Deficit of 2,460-17 in Oats).....	13,790-26	16,251-09	Nil.
Barley.....	8,395-45	Nil.	8,395-45
Flax.....	21,488-48	8,148-48	13,340-00

## CONSOLIDATED ELEVATOR.

Wheat.....	9,593-00	6,859-10	2,733-50
Oats (Deficit of 3,412-26 in Oats).....	3,531-22	6,944-14	Nil.
Barley.....	273-12	Nil.	273-12
Flax.....	2,345-32	335-50	2,009-38



TABLE 3.—Surpluses in Terminal Elevators for 1912.—*Continued.*

WESTERN TERMINAL ELEVATOR.

Grain.	Overs.	Shorts.	Surplus.
Wheat.....	4,139-30	100-50	4,038-4
Oats.....	3,131-24	Nil.	3,131-24
Barley.....	Nil.	Nil.	Nil.
Flax.....	214-24	Nil.	214-24

DAVID HORN & COY'S. ELEVATOR.

Wheat.....	27,568-00	22,907-10	4,660-50
Oats (Deficit of 5,977-31 in Oats).....	14,583-15	20,561-12	Nil.
Barley.....	7,995-07	7,938-29	56-26
Flax.....	19,706-27	11,649-54	8,056-29

6. Sources of Surpluses in the Terminal Elevators.

The sources of surpluses in the terminal elevators were given in last year's report as follows:—

- “1. Since the beginning of the grain trade it has been customary to allow the terminals one bushel per car on wheat and flax, and 100 pounds per car on oats and barley.
- “2. On all ‘no grade’ grain the terminals exact one per cent of the gross amount, to cover loss due to moisture.
- “3. The dockage set by the inspector to clean grain to the required grade, when such dockage is under five per cent.
- “4. The entire dockage on flax, oats and barley (other than domestic grain.
- “5. The dockage (other than domestic grain of commercial values) on all cleaned to clean cars, officially designated as ‘C.C.’
- “6. Recleaning of screenings.”

7. Ownership of these Surpluses.

In last year's report the Board reported as follows on this matter:—

“The first of the above sources of the surpluses is a trade custom. In the United States the amount allowed is less than in Canada—but with this important difference, the custom exists there also. Sources 2, 3, 4 and 5 have legal sanction. Further, the state weighs the grain in and out, grades it in and out, sets the dockage, and supervises the binning at least sufficiently to be chargeable with the responsibility of it. It would appear, therefore, that so far as any surplus is due to the first five sources enumerated, it is the property of the terminal elevators. The Grain Act gives the Board no power to confiscate such surplus, or control the destination of it. So far as the recleaning of screenings is concerned, it involves questions that appear to be open.”

In regard to last year's surpluses, the Board entertained some doubt about the accuracy of the figures, hence it reported: —

“Some of the elevators state that the surplus given below is the result of two years' operation, and the Board has no means of questioning this



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statement. On the other hand, in the absence of official records of registration and cancellation, the Board has no means of proving that some of the elevators did not ship out some of the surplus grain. Had registration and cancellation of warehouse receipts been in the hands of the State, this uncertainty would have been avoided."

During the last twelve months, the registration and cancellation of warehouse receipts has been in the hands of the State, and the figures given for the surpluses of the past year must be accepted by the Board. The Board consider that the surpluses are too large, and that the possibility of securing large surpluses, and the privilege of selling these surpluses for their own advantage, constitute a temptation to terminal elevator companies. The Board are, therefore, strongly of the opinion that the sources of these surpluses should be re-arranged, in so far as the Board has legal authority to make such re-arrangement.

There is one of the sources of these surpluses in regard to which the Board's authority is somewhat limited. Section 115 of the Canada Grain Act, subsection 1, states that all good grain that has an excessive moisture, being tough, damp or wet, or otherwise unfit for warehousing, shall be entered on the inspecting officer's books as "No grade," with his notations as to quality and condition. Subsection 2 of the same section defines condemned grain, and subsection 3 defines rejected grain.

Further, section 126, subsection 2, states that every terminal elevator warehouseman in the western inspection division shall receive for storage any grain tendered to him in a dry and suitable condition for warehousing in the usual manner in which terminal elevators are accustomed to receive grain in the ordinary and usual course of business.

It would appear from section 126, that terminal elevators are not obligated by their license to receive for storage any grain that is not in a dry and suitable condition for warehousing, and it would appear from section 115 that "No grade" grain is unfit for warehousing, and this, of course, would also hold of condemned grain.

Terminal elevator warehousemen, accordingly, claim that under the law they may refuse to receive for storage, "tough, damp, wet, condemned, heating, heated, and fire burnt grain." The tariff for such grain reads: "If received in store it will be only under special contract, and will always be at the owner's risk of deterioration. Except for immediate drying, tough grain will only be received subject to 1 per cent shrinkage for moisture."

Should the Board of Grain Commissioners reduce or abolish this 1 per cent, the terminal elevator companies could under the law refuse to receive this grain altogether; whether they actually would do so or not the Board has not inquired.

While the Board's authority in this matter is limited, the Board consider that for next year an order should be placed upon the terminal elevator companies to show cause why the 1 per cent shrinkage should not be reduced or abolished, and also why the exaction of one bushel per car should not also be reduced or abolished.

#### 8. *Dominion Government Elevator, Port Arthur.*

The Dominion Government elevator, Port Arthur, commenced operations on the 16th of October, 1913. Up to the 26th of February, 1914, the elevator handled the following quantities of grain:—

	Received.		Shipped.
Wheat . . . . .	3,328,346 bushels.	..	2,430,056 bushels
Oats . . . . .	856,772 "	..	743,951 "
Barley . . . . .	283,246 "	..	227,616 "
Flax . . . . .	2,587,090 "	..	2,196,068 "
Total . . . . .	7,055,454 "	..	5,597,691 "



## CHAPTER 7.

### INTERIOR TERMINAL ELEVATORS.

#### *1. Construction Work.*

The contracts for terminal elevators at Moosejaw and Saskatoon were let to Messrs. Barnett-McQueen, and construction work was undertaken with the view of having the work upon the foundations done before the winter set in. The work at Saskatoon proceeded satisfactorily, but at Moosejaw some delay has been occasioned because of the fact that the foundation needs to be piled. A site has been selected for an elevator at Calgary, and steps will be taken to call for tenders at an early date.

A supervising engineer, Prof. C. D. Howe, was appointed, who has charge of the supervision of the work at all these elevators. He has an assistant engineer at each elevator.

#### *2. Car Distribution.*

A question affecting these new interior terminal elevators is that arising from existing legislation on car distribution. It is quite clear that these interior terminals are not country elevators in the sense of the Grain Act, section 115. It is also clear that if these new terminal elevators were subject to the car distribution sections of the Act, as affecting country shippers and elevators, their utility as terminal elevators would be seriously impaired, if not entirely destroyed, and it is doubtful whether these houses can be operated successfully under section 133.



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## CHAPTER 8.

## HOSPITAL ELEVATORS.

1. *List of Hospital Elevators.*

The following is a list of the hospital elevators at Fort William and Port Arthur:—

Name.	Capacity.	Year Erected.	Machinery.
Grain Growers Grain Co....	80,000	1907	One No. 9 Monitor separator. One Monitor screening separator, specially adapted for flax. One No. 5 Monitor separator. One No. 5 Apron Richardson separator. One No. 3 Apron oat separator. One scourer and oat clipper. One Attrition chopper. One cold air dryer. One bagging plant.
National Co.....	65,000	1909	One Monitor flax cleaner, 4000 bushels per 10 hours. One Monitor flax cleaner, 1000 bushels per 10 hours. One Monitor separator, 4000 bushels per 10 hours. One Richardson grain separator. One Dryer, capacity 3000 bushels per 24 hours. One Monitor crushing machine, used for oats. One Automatic Richardson Bagging scale. Temporary steam heating plant for drying and heating. Permanent steam plant under construction.
Black & Muirhead, Ltd.....	100,000	1909	One No. 6 Monitor separator. One No. 9 Monitor separator. Three Richardson oat separators. One No. 8 Monitor scourer. One Northway chopper. One Unique chopper. One Hess dryer; capacity, 3 cars per 10 hours.
F. A. Guy.....	35,000	1912	One No. 9 Monitor separator. One No. 5 Apron Richardson separator (not yet installed). One bagging plant.
Muirhead Co.....	35,000	1911	One No. 9 Monitor separator. One No. 5 Oat separator. One needle screen gravity separator. One bagging plant.
D. L. Bole.....	10,000	1912	One No. 9 Monitor separator. One bagging plant.
Superior Co.....	100,000	1912	One No. 9 Monitor separator. One No. 5 Richardson separator. One cold air dryer. One bagging plant. One No. 7 oat clipper.
Paterson & Co.....	65,000	1913	One No. 9 Monitor separator. One No. 10 Monitor scourer. One bagging plant.
Dwyer Elv. Co.....	80,000	1913	One No. 8a Monitor cleaner (flax). One No. 9b Monitor cleaner (wheat and oats). One Richardson separator.



## *2. Hospital Elevators under the Manitoba Grain Act.*

The Manitoba Grain Act did not provide any license for hospital elevators and it made no provision for any terminal elevators except those doing public warehousing business.

The class of elevators now licensed as hospitals came into existence when the Manitoba Grain Act was in force, and the administrators of that Act had considerable difficulty in dealing with them. The first difficulty was to provide a license for them. The elevator owned by Black and Muirhead was licensed as a public terminal elevator. The elevator now owned by the Grain Growers' Grain Co. (Davidson & Smith) was licensed at first as a public country elevator. Then an attempt was made to compel Davidson and Smith to take out a terminal elevator license. Davidson and Smith refused to do this, on the ground that they could not conform to the laws, rules and regulations governing terminal elevators. Proceedings were entered against them, but the proceedings were stopped. It is a pity that the case did not go into court, as it would have been instructive to see how the Federal Government could prove elevators to be what they were not capable of being.

The elevators of Black and Muirhead, Davidson and Smith, and the National Elevator Company all came into existence under the Manitoba Grain Act. Under that Act they did the same sort of business that they are doing to-day; they separated, cleaned, and made grades as they do now. Under that Act they shipped grain into terminals as now, and had then as now their grain inspected into terminals. Under that Act they operated either under a terminal elevator license or under a country elevator license, or under no license at all; but under that Act no matter what license they took out, they were not subjected to the law, rules and regulations imposed upon the terminal elevators.

Terminal elevators in the Manitoba Grain Act meant elevators that stored grain for the public. They were bound to take in, without discrimination, all grain fit for warehousing; to issue warehouse receipts; and to handle, store and ship grain under the supervision of the Inspection Department. The enforcement of these laws would either have prevented the elevators now licensed as hospitals coming into existence, or have put them out of business immediately.

## *3. Definition of Terminal and Hospital Elevators in "The Canada Grain Act."*

Section 2, subsection (y) defines terminal elevator thus:—

"Terminal elevator" includes every elevator or warehouse which receives or ships grain, and is located at any point declared by the Governor-in-Council to be a terminal.

Subsection (z) defines hospital elevator thus:—

"Hospital elevator" includes every elevator or warehouse which is used for the cleaning or other special treatment of rejected or damaged grain and which is equipped with special machinery for that purpose.

Taking these two definitions as they stand and considering them apart from the other sections of the Act, they are not distinct. To begin with, the hospital elevators receive and ship grain and are located at a point declared by the Governor-in-Council to be a terminal. The hospital elevators are thus terminal elevators. And the terminal elevators are hospital elevators. Most of the terminal elevators have drying plants, and nearly all the grain that is dried at the head of the lakes is dried in the terminal elevators. The terminal elevators are, therefore, so far as drying is concerned, used for the special treatment of rejected and damaged grain and equipped with special machinery for that purpose. Nor is this true of drying alone. It applies also to clean-



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ing and other treatment of rejected and damaged grain. Taking the two definitions as they stand, therefore, every terminal elevator is a hospital elevator, and every hospital elevator is a terminal. Yet according to other sections of The Canada Grain Act, a terminal elevator must store grain for the public, must take in all grain fit for warehousing, and must submit to specified forms of supervision, none of which can be applied to the existing hospital elevators.

Neither the Manitoba Grain Act nor The Canada Grain Act made provision for private elevators, hospital or other, at the terminal point. Both Acts provide for public elevators only. Yet elevators doing private business only were allowed to come into existence and to do business.

*4. Are Hospital Elevators Terminals?*

A terminal elevator needs both a large working house and a large storage house. If it is to survive it must be able to handle large quantities of grain; hence it must have considerable railway trackage, large weighing and cleaning capacity, a large storing capacity, and it must be located so that it can load direct into steamers.

None of the elevators licensed as hospitals fulfill these qualifications, and not one of them is fitted to do the work of terminal warehousing of grain. To begin with, none of them have a storage house as distinguished from a working house. The few small bins the hospital elevators have, are required for the grain that is being actually treated. Each hospital is a working house and a working house only. Further as working houses these hospitals are entirely unfitted to do the work of terminals. They have neither the trackage facilities nor the elevator machinery needed to receive or ship large quantities of grain. The weighing and cleaning capacity are inadequate. Seven of the hospital elevators are located inland, only two of them can load directly into steamers. If the others attempted the business of terminal warehousing, the grain stored by them would have to be shipped into steamers through other terminal elevators, and thus be subject to an extra switching charge and an extra elevator charge, and these extra charges alone would make it impossible for them to do business.

As a matter of fact, these hospital elevators have never stored grain for the public. They never receive any grain which is not their own private property. If they were opened to public storage, it is absolutely certain that they would not continue in business twenty-four hours on a paying basis. Not only are they inadequate in capacity and unsuitable in their machinery and location for terminal warehouse purposes, but they would also be, if they attempted public storage, at the mercy of anyone who choose to put them into bankruptcy. By getting a few carlots in to anyone of them and holding the warehouse receipts therefor, a rival could keep the elevator idle as long as he pleased.

Some have suggested that these houses should be declared by the Board to be public terminal elevators and administered as such. The Board can neither declare them to be public terminal elevators nor administer them as such. The Board might as well declare them to be airships.

Those who suggest that these houses should be administered as terminal elevators also suggest that they should not be permitted to take in sound grain, but should be restricted to damaged grain. How an elevator operating under a terminal license could be prohibited from taking in sound grain the Board cannot see. Under section 126 of The Canada Grain Act, subsection 2: "Every terminal elevator warehousing in the Western Inspection Division shall receive for storage any grain tendered to him in a dry and suitable condition for warehousing in the usual manner in which terminal elevators are accustomed to receive grain in the ordinary and usual course of business."

According to this subsection, if these elevators operated under terminal license, they would not only have the right to take in sound grain, but they could be compelled to take in sound grain, and it would be at their own option whether they took



in any grain other than grain fit for warehousing. The idea that these hospitals should be administered as terminal elevators, and at the same time should not be permitted to take in sound grain, is only another illustration of the fact that it is easier to make speeches on grain conditions than to either observe the facts as they are, or study the grain legislation as it is.

Those who suggest that hospital elevators should be administered as terminal elevators are really asking that these elevators be put out of business altogether, but apparently they do not wish to do so explicitly.

#### 5. "*The Canada Grain Act*" and Hospital Elevators.

It may be useful to put together the sections of The Canada Grain Act that are applicable to hospital elevators. They are as follows:—

*Section (2), Subsection (z)* : "Hospital Elevators" include every elevator or warehouse which is used for cleaning or other special treatment of rejected or damaged grain or is equipped with special machinery for that purpose.

*Section (124)*: (1) There may be such number of hospital elevators as are determined by the Board which shall be governed by such regulations and restrictions as are imposed by the Board.

(2) Any such elevator shall be required to take out a license and furnish a bond in such amount as the Board determines.

(3) Notwithstanding anything in this Act, but subject nevertheless to the provision of section 99 and subsection 5 of section 115, grain which is being shipped out from a hospital elevator shall at the request of the owner or possessor thereof, or of his authorized agent, *be inspected and graded*, and the grade so arrived at shall be the grade thereof.

*Section (99)*: When grain shipped from any elevator is being systematically reduced in quality below the general average quality of the grain of similar grades in the bins of the terminal elevators, the chief inspector shall instruct inspecting officers that no such grain shall be allowed to pass inspection except on lower grades.

*Subsection (2)*: The inspectors shall at all times keep careful watch on all grain received into terminal elevators and if they find any such grains as aforesaid being received, shall at once notify the chief inspector, who shall make an investigation forthwith, and take action accordingly.

*Section (115) subsection (5)*: No grain that has been subject to scouring or treatment by use of lime or sulphur shall be graded higher than No. 3.

*Section (77)*: Every public elevator operator who allows the grain in a car which has been ordered out of his elevator for which a bill of lading has been signed and from which a sample of grain has been drawn for inspection as provided in subsection 3 of section 91 of this Act, to be returned without the permission of the Chief Grain Inspector to the elevator from which it was loaded shall, for each offense be liable to a penalty not exceeding \$50.

*Section (91) subsection (3)*: In the case of grain which is being shipped east from any public elevator in the Division, the sample for inspection shall not be drawn from any car until the car has been billed for shipment by the Railway Company.

In regard to these sections it is worth nothing.

First.—Sections 77 and subsection 3 of section 91 are applied to all elevators and are intended to prevent the following abuse:—

It has been alleged that elevator operators would load grain into a car, call for an inspection upon it, and, if they did not get the trade they expected, would unload the grain back into the elevator and mix it with a view of improving it sufficiently to get the trade they wanted. It is the view of the Board of Grain Commissioners and the Chief Inspector, that section 77 and subsection 3 of 91 are applicable



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to all elevators in the division. They are indeed difficult to administer, as there may be cases when very little time is left after billing of the car by the railway company until the car is hauled out; that is to say, the car may be hauled out so quickly after being billed that very little time is given for sampling or inspection, but as far as is possible, these sections are being enforced.

Second.—Subsection 5 of section 115 is explicitly applied to hospital elevators, and here the inspectors have no option.

Third.—Section 99 is explicitly applied to hospital elevators and contains most important and stringent provisions. Hospital elevators ship grain in car lots to the east, but they also ship grain into the terminal elevators. Subsection 2 of section 99 enables the inspectors to protect terminal elevators from any attempt on the part of the hospital elevators to ship grain into them of a quality below the average of the grade. Subsection 1 of section 99 gives similar protection if the hospital elevators are shipping grain direct. No inspector has this year reported that any hospital elevator has been violating section 99. It may also be stated that the chief inspector, Mr. George Serls, pays regular visits to Port Arthur and Fort William, and during his visits makes personal observations on the enforcement of the provisions of these sections.

Fourth.—The most important provision in the Act about hospital elevators is, however, subsection 3 of section 124. This subsection gives the hospital elevators the right to have their grain inspected and graded when it is shipped out. This subsection is clear, explicit and emphatic. Inspection on the merits of the grain in accordance with the grades recognized by Parliament is something which the hospital elevators are clearly entitled to when they are shipping out their grain.

The question arises whether, had this section not been passed, these elevators would have been entitled to outward inspection of their grain. According to section 27 of The Canada Grain Act, an Inspector must inspect grain when called upon to do so by the owner or possessor thereof or his authorized agent. Further, according to section 90, all grain placed in terminal elevators is subject to inspection both inwards and outwards. If, therefore, hospital elevators have the right to ship grain into terminal elevators, they can secure an inspection of their grain, and in these two respects The Canada Grain Act is not different from the Manitoba Grain Act. Section 124, however, gives the hospital elevators the right of inspection out, and it does not prescribe that the inspection out of hospital elevators must follow the inspection in. It is the view of the Board of Grain Commissioners that while this inspection out was not explicitly provided for in the Manitoba Grain Act, these same elevators were able under the latter act to have the inspection they wanted, and it is much better if they are to have the inspection that explicit provision should be made for it. There may be a question as to whether these elevators should be allowed to continue in business at all, but if they are permitted they should be recognized and provided for in the grain legislation. If it is desirable to close these houses, this should be stated directly. To impose conditions upon them which would close them or make it impossible for them to do business, and at the same time pretend that they could do business under the conditions so imposed, is a course that does not commend itself to the Board of Grain Commissioners.

*6. Rules and Regulations for Hospital Elevators operating under The Canada Grain Act.*

1. Hospital elevators are prohibited from taking into their elevators, No. 1 Hard, 1 Northern, and 2 Northern wheat.
2. Hospital elevators must have official weighing in and weighing out.
3. Under section 124, subsection (3), grading out is permitted, but same must conform to statutory requirements.



# CHAPTER 9.

## REVENUE AND EXPENDITURES.

The following statements show the receipts and expenditures for the crop year ended the 31st of August, 1913, for all the offices in the Eastern and Western divisions.

It will be noticed that each of the four offices in the Eastern division showed deficits. The total deficit for the Eastern division amounted to \$11,885.43. This is larger than previous years, but the Board has taken steps to reduce the expenditures, and it is hoped to reduce the deficit \$2,000 or \$3,000 during the present year.

In so far as the Western division is concerned, it will be noticed that there is a deficit in the Calgary office of \$382.77, and also in the Winnipeg office of \$15,046.10. Surpluses are shown in the Duluth office, Port Arthur office and Fort William office. A final statement is given showing the earnings and expenditures for the Western division, including the expenses of the Board of Grain Commissioners, elevator inspectors, etc. The total Western division, including these expenses, shows a deficit of \$3,232.96. Adding this to the total deficit in the Eastern division shows a total deficit for the Dominion amounting to \$14,218.39.

### EASTERN DIVISION.—RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING AUGUST 31, 1913.

#### No. A.—MONTREAL.

<i>Receipts.</i>		<i>Expenditures.</i>	
Inspection and weighing, fees, &c..	\$2,145 01	Contingent account .....	\$1,860 35
		Salaries .....	7,250 00
			<hr/>
			\$9,110 35
Deficit .....			\$6,965 34

#### No. B.—TORONTO.

<i>Receipts.</i>		<i>Expenditures.</i>	
Inspection and weighing fees, &c..	\$ 562 99	Contingent account .....	\$1,058 16
Inspection of hay .....	496 55	Salaries .....	3,500 00
	<hr/>		<hr/>
	\$1,059 54		\$4,558 16
Deficit .....			\$3,498 62

#### No. C.—PETERBOROUGH.

<i>Receipts.</i>		<i>Expenditures.</i>	
Inspection and weighing, fees, &c..	\$230 80	Contingent account .....	\$ 58 90
		Salaries .....	900 00
			<hr/>
			\$958 90
Deficit .....			\$728 10



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No. D.—KINGSTON.

<i>Receipts.</i>		<i>Expenditures.</i>	
Inspection and weighing, fees, &c..	\$136 53	Contingent account .....	\$ 29 90
		Salaries .....	800 00
			<hr/>
			\$829 90
Deficit .....			\$693 37
Total fees earned in Eastern Division.....			\$3,571 88
Total expenditures .....			15,457 31
			<hr/>
Total deficit .....			\$11,885 43

No. E.

During the year, weighmasters at the Bay ports earned \$4,235.10. These fees, of course, were paid to the different weighmen as salaries.  
Below please find the amount earned at each point:—

Goderich, two weighmasters.. . . . .	\$1,986 70
Midland, one weighmaster.. . . . .	1,130 40
Point Edward, one weighmaster.. . . . .	397 80
Meaford, one weighmaster.. . . . .	115 80
Pt. McNicoll, one weighmaster.. . . . .	604 20

No. F.—REVENUE AND EXPENDITURES FOR CALGARY OFFICE. CROP YEAR SEPTEMBER 1, 1912, TO AUGUST 31, 1913.

<i>Revenue.</i>		<i>Expenditures.</i>	
Inspection fees on cars.....	\$5,267 53	Wages .....	\$7,560 50
Weighing fees on cars.....	3,123 20	Rent .....	396 60
Samples sold .....	97 41	Expenses .....	913 81
	<hr/>		<hr/>
	\$8,488 14		\$8,870 91
Deficit .....			\$382 77

No. G.—REVENUE AND EXPENDITURES FOR DULUTH OFFICE. CROP YEAR SEPTEMBER 1, 1912, TO AUGUST 31, 1913.

<i>Revenue.</i>		<i>Expenditures.</i>	
Inspection fees on cars.....	\$3,710 00	Wages .....	\$6,360 00
Inspection fees on cargoes.....	6,128 65	Overtime .....	182 60
Vessel overtime .....	81 77	Expenses.....	1,500 50
	<hr/>		<hr/>
	\$9,920 42		\$8,043 10
Surplus .....			\$1,877 32

No. H.—REVENUE AND EXPENDITURES FOR PORT ARTHUR OFFICE. CROP YEAR SEPTEMBER 1, 1912, TO AUGUST 31, 1913.

<i>Revenue.</i>		<i>Expenditures.</i>	
Inspection fees .....	\$27,174 00	Wages and overtime .....	\$36,778 72
Weighing fees .....	29,746 50	Rent .....	900 00
Overtime .....	1,251 64	Expenses .....	979 03
Samples sold .....	819 06		<hr/>
	<hr/>		\$38,657 75
	\$58,991 20		
Surplus .....			\$20,333 45



4 GEORGE V., A. 1914

No. I.—REVENUE AND EXPENDITURES FOR FORT WILLIAM OFFICE. CROP YEAR SEPTEMBER 1, 1912, TO AUGUST 31, 1913.

Revenue.		Expenditures.	
Inspection fees .....	\$60,503 00	Wages and overtime .....	\$84,935 28
Weighing fees .....	67,070 10	Rent .....	2,492 90
Overtime .....	2,799 74	Expenses .....	2,874 79
Samples sold .....	1,993 78		
	<u>\$132,276 62</u>		<u>\$90,302 97</u>
Surplus .....			\$41,973 65

No. J.—REVENUE AND EXPENDITURES FOR WINNIPEG OFFICE. CROP YEAR SEPTEMBER 1, 1912, TO AUGUST 31, 1913.

Revenue.		Expenditures.	
Inspection fees .....	\$88,934 00	Wages .....	\$103,423 38
Weighing fees .....	8,609 55	Rent .....	4,670 97
Samples sold .....	3,576 88	Expenses .....	8,115 31
Standard samples .....	7 45		
Grain probes sold .....	3 08		
Refunds .....	32 60		
	<u>\$101,163 56</u>		<u>\$116,209 66</u>
Deficit .....			\$15,046 10

STATEMENT EARNINGS AND EXPENDITURES WESTERN GRAIN INSPECTION DIVISION. YEAR SEPTEMBER 1, 1912, TO AUGUST 31, 1913.

Earned.		
Inspection fees—		
Cars .. . . . .	216,299	\$108,607 53
Cargoes in bushels—		
Wheat.... . . . .	106,491,583.26	
Oats .. . . . .	29,142,874.01	
Barley .. . . . .	9,531,688.24	
Flax .. . . . .	19,809,464.48	
Rye.. . . . .	5,062.35	
Screenings .. . . . .	1,230,029.36	
	<u>83,109 65</u>	\$191,717 18
Weighing fees—		
Cars .. . . . .	197,193	\$644,289 50
Cargoes in bushels—		
Wheat.. . . . .	103,678,167.26	
Oats .. . . . .	28,397,023.00	
Barley .. . . . .	8,840,895.02	
Flax .. . . . .	16,339,387.33	
Rye.. . . . .	5,062.35	
Screenings.. . . . .	1,264,269.06	
	<u>47,561 10</u>	111,850 60
Grain probes sold.. . . . .	\$ 3 08	
Samples sold.. . . . .	6,494 58	
Vessel collections.. . . . .	3,311 85	
Overtime.. . . . .	731 30	
License fees.. . . . .	5,158 00	
Refunds.. . . . .	32 60	
Fees collected by Registration Department.. . . . .	13,488 81	
	<u>29,220 22</u>	
		<u>\$332,788 00</u>
Expended.		
Expenditure, registration department.. . . . .	\$ 14,582 06	
Salaries, inspection and weighing... . . . .	246,633 18	
Expenses... . . . .	17,246 88	
Travelling, elevator inspector's salaries.. . . . .	6,933 25	
" " " expenses .. . . . .	2,143 90	



SESSIONAL PAPER No. 10d

STATEMENT EARNINGS AND EXPENDITURES WESTERN GRAIN INSPECTION DIVISION. YEAR SEPTEMBER 1, 1912, TO AUGUST 31, 1913.—*Con.*

*Expended.—Con.*

Salaries, Grain Commissioner's offices, Fort William and Winnipeg.. . . .	\$ 33,123 32	
Expenses.....	13,160 29	
C. N. Bell.. . . .	750 00	
D. O. McHugh.. . . .	275 00	
D. D. Campbell, office.. . . .	206 66	
" " expenses.. . . .	36 42	
		\$ 335,120 96
Deficit .. . . .		\$2,332 96
Deficit as above statement.. . . .	\$ 2,332 96	
" in Eastern Division.. . . .	11,885 43	
Total deficit .. . . .	\$14,218 39	

REGISTRATION DEPARTMENT—STATEMENT OF EARNINGS AND EXPENDITURES FOR YEAR ENDED AUGUST 31, 1913.

*Earnings.*

Registration fees—		
Wheat .. . . .bush	107,259,610	
Oats.. . . . "	34,183,889	
Barley.. . . . "	9,979,888	
Flax.. . . . "	18,455,802	
	169,879,189	
		\$6,795 49
Cancellation fees—		
Wheat .. . . .bush.	107,035,770	
Oats .. . . . "	33,558,894	
Barley .. . . . "	9,962,861	
Flax .. . . . "	16,776,548	
	167,334,073	
		6,693 32
		\$13,488 81

*Expenditures.*

Winnipeg--		
Salaries.. . . .	\$6,215 50	
Rent and light .. . . .	614 46	
Perforator .. . . .	100 00	
Telephone.. . . .	31 50	
Postage .. . . .	110 00	
Sundries .. . . .	19 95	
		\$7,091 41
Fort William—		
Salaries .. . . .	\$2,114 11	
(Est.) light, rent, &c .. . .	420 00	
Perforator .. . . .	100 00	
		2,634 11
Inauguration expenses of department—		
Henderson & Co., accountants.	\$1,946 17	
Taylor Printing Co .. . . .	1,635 20	
Richardson Systems.. . . .	300 00	
Lake Shippers C. Ass'n .. . .	554 17	
Furniture and fixings.. . . .	421 00	
		4,856 54
		\$14,582 06
Deficit.. . . .		\$1,093 25



## CHAPTER 10.

## WORK OF THE BOARD.

*1. Total Number of Places at which Sessions of Investigations were held.*

During the year 1913, the Board visited the following points to hold necessary sessions and investigations:—

Ottawa, 7 times,	South Battleford,
Toronto, 3 times,	North Battleford,
Saskatoon, 6 times,	Humboldt,
Winnipeg, 23 times,	Bladsworth,
Portage la Prairie,	Prince Albert,
Brandon, twice,	Yorkton.
Carnduff,	Melville,
Estevan,	Minneapolis,
Weyburn,	Duluth,
Rouleau,	Broadview,
Moosejaw, 6 times,	Bay Ports,
Expanse,	Montreal, twice
Tugaske,	St. John,
Regina,	Halifax,
Chamberlain,	Chicago,
Morse,	Vanguard,
Swift Current,	Port Mann,
Medicine Hat,	Port Alberni,
Lethbridge,	Tacoma,
Calgary, 3 times,	Portland,
Vancouver,	Seattle,
Victoria,	Edmonton,
Port Coquitlam,	Lloydminster.

*2. Mileage Travelled by Board.*

During the year the Commissioners travelled, individually, approximately 32,000 miles each.

*3. Construction Work.*

A great deal of time and trouble was devoted by the Board to the selection of sites, discussing plans, specifications and tenders in connection with the Government elevators at Port Arthur, Moosejaw, Saskatoon, and the proposed elevators at Calgary, the Pacific coast and Hudson bay. The total capacity of these elevators when constructed will be approximately 16,750,000 bushels.

*4. Organization.*

Since the Board was appointed in April, 1912, they have spent a good deal of time in the proper organization of the different departments that came under the jurisdiction of the Board.

*5. Routine and Correspondence.*

The Board has received a large amount of correspondence relating to the different matters that come under its jurisdiction, and the letters have been given as prompt attention as was possible. Letters were in the nature of complaints *re* car shortage, shortages of weights, disputes as to grading, and innumerable other matters that fall within the jurisdiction of the Board.



## APPENDIX A.

## REPORT

ON

## SOME FEATURES OF THE MARKETING OF CANADIAN GRAIN

BY

R. MAGILL, *Chief Grain Commissioner.*

FORT WILLIAM, ONT., February 24, 1914

Hon. GEORGE E. FOSTER,  
Minister Trade and Commerce,  
Ottawa, Ont.

SIR,—I beg to submit the following report on some features of the marketing of Canadian grain.

I would ask you to notice the circumstances under which the report was written. After I had obtained leave of absence for an overdue holiday, the London Corn Trade Association asked for a conference with myself. I attended the conference, and it led to others.

The issues raised were so important that I felt it my duty to submit a report upon them to yourself, and to the Board of Grain Commissioners. As I was on a holiday, pressed for time, and without the valuable assistance of my colleagues, such investigations as I was able to conduct were necessarily limited. The report is, therefore, not as complete as I should desire it to be, and the responsibility for the opinions set forth in it does not in any degree rest upon the Board of Grain Commissioners.

I have the honour to be, sir,  
Your obedient servant,

ROBERT MAGILL,  
*Chief Commissioner.*







## CHAPTER 1.

### VIEWS OF BRITISH TRADERS.

(1-2) MR. PAYNE'S REPORT TO THE LONDON CORN TRADE ASSOCIATION.

(3) CONFERENCES AT LONDON, BRISTOL, GLASGOW AND LIVERPOOL.

(4) SUMMARY OF COMPLAINTS MADE.

#### *1. Enquiry of the London Corn Trade Association.*

Mr. Payne visited Canada and the United States during the summer of 1913 on behalf of the London Corn Trade Association. He conducted an inquiry into the methods of handling grain in Canada. He interviewed, amongst others, the Chief Grain Commissioner at Fort William, Commissioner Jones at Winnipeg, and the Hon. the Minister of Trade and Commerce at Ottawa.

Mr. Payne is a grain merchant, a member of the firm of Messrs. Payne & Reuth, London, an ex-president of the London Corn Trade Association, and chairman of the American and Argentine Committee of the London Corn Trade Association.

He presented his report to the president of the London Corn Trade Association under date November 19, 1913.

The London Corn Trade Association asked the Chief Commissioner to attend a meeting of the International Committee on Grain Certificates, to be held in London. As the Chief Commissioner had already obtained leave of absence on a holiday, and had planned to visit Ireland, he agreed to attend the meeting in London, which was accordingly called for the 8th of January, 1914.

The European members of the committee did not attend. The meeting, therefore, consisted of representatives of the Grain Associations of the United Kingdom, the Associations being those of London, Liverpool, Bristol, Hull, Glasgow, Leith and the National Association of British and Irish Millers.

It will be noticed that Mr. Payne came to the conclusion, upon information derived from "different sources," that the door is open for tampering with Canadian grain when passing through eastern elevators in the United States, and also that the door is open for such tampering in Canada when the grain passes through private elevators. To prevent such tampering, Mr. Payne suggests that buyers should stipulate in their contracts "seaboard inspection by Dominion inspectors, plus Western Division (Fort William and Port Arthur) inspection certificates attached." He states that "the only other way would be to insist on the North American Exporters Association establishing standards of the various qualities, and selling about equal to them as most other countries do."

In a word, Mr. Payne's case is, that as there is a possibility of grain being tampered with after inspection at the terminal point, either a seaboard inspection should be established by the Dominion Government, in which case British buyers would buy Canadian grain upon seaboard inspection plus western inspection, or that trading upon inspection should be abandoned altogether, and there should be substituted for it trading on standard sample and London arbitration.



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*2. Mr. Payne's report is as follows:—*

November 19, 1913.

The President, London Corn Trade Association,  
28 St. Mary Axe, E.C.

DEAR SIR,—In accordance with the request I received at the last meeting of the American and Argentine Committee which I attended previous to my departure for America, I called upon the Board of Grain Commissioners at Fort William with reference to the correspondence we have had with them during the past six months, and especially with regard to their letter dated August 9, last.

I was only able to see Dr. Magill, the chairman, as the two other commissioners were away. I had several interviews with Dr. Magill and discussed with him very fully the entire question of the grading, and explained to him that we on this side had always been under the impression that when we bought American grain, which was shipped through the United States ports, such grain was always carried bonded and under seal through the United States and that the United States Customs officers supervised the unloading of the steamer into elevators and from the elevators into the railway cars at the ports on the eastern side of the lakes, such as Buffalo, Port Huron, etc. I learnt from various sources that this supervision on the part of the Customs officials is very slack, and I also learnt that grain graded at Fort William can, on its way to the seaboard, be tampered with very easily, and that it is practically impossible to prevent it. This is also the case in Canada, where the grain passes through private elevators. I am not saying for a moment that all the grain is tampered with, but the door is open for such tampering.

I discussed the point with several shippers; they all admitted it, and they all said they were in the same position as buyers on this side, they could do nothing to prevent it, as it was impossible for them to have men at the various points watching the elevators through the whole twenty-four hours they are working.

The question then arises, what can be done to prevent this, and from all the information I could gather, so long as the trade continues to buy on certificate it will be necessary to stipulate in our contracts, "Seaboard inspection by Dominion inspectors plus Western Division (Fort William or Port Arthur) inspection certificates attached."

Shippers, no doubt, will raise a great "kick" on this, as they will decline to be responsible for differences of opinion between two inspectors, *i.e.*, one at Fort William and the man at the seaboard. I pointed this out to the Commissioners and asked what were the chances of grain, graded at Fort William or Port Arthur by a Dominion inspector and carried down to the seaboard untouched, not being graded in the same way at the seaboard by a Dominion inspector, and the commissioner to whom I put this question, Mr. J. P. Jones, an ex-elevator man, replied "mighty little."

The rules for grading, as laid down by The Canada Grain Act, are very distinct and it seems that the chance of such a thing happening must be very remote if the grain is not tampered with on the way.

The question then arises whether the Canadian Government would be willing to appoint inspectors at the American ports whence the Canadian grain is shipped, and whether the Federal Government would allow inspectors at the United States ports.

I learnt that such appointments would require an amendment to The Canada Grain Act, but that there would be no difficulty in getting that done, as the Commissioners would be willing to make a request to that effect to the Government and they thought it would not be refused, but they were doubtful as to whether the Federal Government would allow such inspectors at the American seaboard. As you are aware, they have already allowed them at Duluth and Superior, so I inquired whilst I was in Washington from the Assistant Secretary of the Department of Agriculture there, whether there would be any objection raised by the Federal Government, and he told



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me that he did not think so, as in other articles such a state of things existed, but the request would have to come from the Canadian Government, and if we also made the request through our Foreign Office it would help matters, but he did not think the latter was necessary, because, as they already had such working arrangements with the Canadian Government, it would be sufficient if the request came from that quarter, and I gathered from the Canadian Commissioner that such a request would be made by the Canadian Government if the L.C.T.A. would write to the Commissioners and ask for it.

The only other way to get over the question of quality would be for the trade on this side to insist on the North American Exporters' Association establishing standards of the various qualities—say a standard for Canadian wheats, one for American wheats shipped from the Atlantic seaboard and another for the Gulf ports, and selling about equal to them as most other countries do.

I discussed this question with quite a number of people. I was informed by some that it was feasible, but I found that others were very much opposed to it, but I was given no reasons for such a thing not being done, only a number of excuses. At any rate, it was very clear that the majority of the shippers on that side did not want to do it and would put up a fight on it. Some millers with whom I spoke said they certainly would insist upon such standards, and as they themselves were able to buy on sample, they did not see why any objection should be raised to the mixing up of standards to sell on. I may mention that the Chicago Board of Trade makes up standards for their wheats, which are in force for the guidance of their inspectors, and these standards the secretary will be pleased to send to the Association whenever the latter asks for them.

Yours faithfully,

A. J. L. PAYNE.

*3. The Conference of the London Corn Trade Association.*

The London Corn Trade Association took no action upon Mr. Payne's report, other than that of asking for a conference with the Chief Grain Commissioner, and as the ground given by Mr. Payne for the radical changes which he suggests, is the possibility of grain being tampered with in the eastern elevators, the main subject of the conference at London was this possibility, and the attitude of the delegates was one of inquiry. There were no proposals made, there were no motions or resolutions. Information was asked from the Chief Grain Commissioner as to how Canadian grain was handled in the eastern elevators in Canada and the United States. Mr. Payne's report had not been discussed formally by any of the British grain associations, and his suggestions were personal only. The stenographer of the London Corn Trade Association took a somewhat abbreviated report of the conference. His report is attached below as a supplement.

The Chief Commissioner intimated that he was on a holiday and that he had not been sent in an official capacity by the Government of Canada. He gave such information as was asked, and took the responsibility of asking that before any radical changes were suggested by the trade of the United Kingdom to the Government of Canada, those changes should be discussed by the trade generally in the United Kingdom, and that the suggested changes should be based upon facts as to the quality of the grain delivered on certificate from Canadian ports. If the grain were mixed in the eastern elevators to the minimum of the grade or to a point below the minimum, the actual deliveries would reveal the fact. Official samples of such deliveries would be the strongest evidence. Such radical changes as were suggested by Mr. Payne should not be demanded on the ground of a mere possibility but should be accompanied by official samples to show that British buyers had actually been receiving lots of Canadian grain below the certificate to an extent that could not be fairly accounted for by accident.



*4. The London Flour Millers.*

A meeting of the London Millers took place on the 12th of January, and the Chief Commissioner was asked to attend. There were present representatives of some of the largest and most modern mills in the United Kingdom. This conference was entirely independent of that called by the London Corn Trade Association. At the same time the millers desired information about the handling of Canadian grain through eastern elevators both in Canada and the United States, and on this subject the conference of the millers followed a line similar to the previous one. In addition to this a number of the millers stated their experiences with regard to deliveries of Canadian grain, and complaints were made about:—

- (1) Condition.
- (2) Grain from the bottom of the bin.
- (3) Variations in the grade.
- (4) Shipments from United States ports.

The relatively high moisture content of the crops of the years 1911 and 1912 undoubtedly caused trouble and loss, more so in the case of oats than of wheat, but to some extent in wheat also. Some of the millers accordingly received grain out of condition. Again, as grain runs out of large bins there is a tendency that dust and dirt will aggregate in the bottom of the bin, and some of the millers stated that they had received too large a percentage of the grain from the bottom of the bin. It was stated that there were in existence mechanical devices which would prevent this aggregation, and it was suggested that these devices should be installed in Canadian elevators. The Chief Commissioner has been unable up to date to ascertain just what these devices are. With regard to the third complaint, "variations within the grade," it was somewhat surprising to realize how much importance is attached to these variations. Naturally a miller who gets the top of the grade once or twice, and then the bottom, is likely to feel that the latter is really below the standard, but apart from this the millers attached great importance to uniformity within each grade. It was stated that the range of variation within the grade, especially in the higher grades, is very considerable in the case of Canadian grain; in some cases the spread within the grade being equal to the spread between two different grades.

Some of the grain dealers also, other than the millers, complained of the range of variation within each grade, especially in the cases of Nos. 1 and 2 Northern Manitoba, and the suggestion was made by several that it would be advisable in the case of Nos. 1 and 2 Northern to have a subdivision, namely, choice No. 1 and choice No. 2, as well as the ordinary Nos. 1 and 2. This suggestion is opposed by others. With regard to the fourth complaint, the shipments from United States ports, some expressed a most decided preference for shipments from Canadian ports. The Chief Commissioner declined to make any statement about the shipments through United States channels on the ground that the Board of Grain Commissioners has no jurisdiction in the United States, and has had no experience whatever on the matter.

Besides making complaints along the above lines the millers pressed the following question: "Can a British miller, who happens by accident or otherwise to receive grain that is not up to certificate, get any redress?"

In reply to this question the Chief Commissioner asked whether they would consider a mutual allowance plan, whether, that is to say, they would give a premium for lots that were above the minimum in return for compensation when a lot was below.

It was quite obvious, however, that any such mutual allowance plan was very unpopular with the millers, and none of them would consent to it. The Chief Commissioner then pointed out that if they claimed redress on any particular lot of grain they must proceed by sending official samples and complete documents and details, and that after they did so the Board of Grain Commissioners would investigate.



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Some of the largest millers do not like the purchasing of grain upon certificate. They want to buy Canadian grain as they buy Australian grain, and as they buy grain from every country in the world, except Canada and the United States, that is to say, on standard sample and London Arbitration. They regard trading by certificate as exceptional and artificial, as the creation of two grain exporting countries only, as giving them no means of redress when the deliveries are below the certificate, and as much more advantageous to grain dealers than to millers. They base their view to some extent upon the complaints mentioned above, but still more upon the advantage of having a final court of appeal in London.

*5. Conference with the Seed Crushers of the United Kingdom.*

The Seed Crushers of the United Kingdom wrote on the 11th of December, 1913, to the Hon. the Minister of Trade and Commerce on the quality of and the admixtures in Canadian flax seed. In their communication they asked for an interview with the Chief Commissioner. The conference took place on the 14th of January. It was attended by representatives of the Seed Crushers of the United Kingdom. The letter that had been sent to the Hon. the Minister of Trade and Commerce was read. A table showing a comparison between the British and Canadian analyses for admixture was submitted, and statements were made about the deliveries of Canadian flax during the last year and a half. The matters brought forward at this conference were of the greatest importance in regard to Canadian flax, and a detailed report is, therefore, given below.

*6. Bristol.*

On the 16th of January there was a conference held in Bristol. There were present both the grain men and millers of that important port. The chief complaint at Bristol was in regard to the condition of oats delivered there during the past two years. The trade were unanimous in insisting that many lots of Canadian oats had been delivered out of condition. There was no such unanimity as to the best remedy. Three remedies were suggested:—

- (1) A moisture test to be embodied in the definitions of the grades by legislation.
- (2) Seaboard inspection on condition, though not upon grades.
- (3) A limitation on the time the original western certificate should be tenderable.

It was recognized that the first suggestion, that of embodying a moisture test in the statutory definitions of the grades of Canadian oats, would involve great difficulties. None of the dealers in oats present would undertake to state what percentage of moisture should be regarded as normal for oats either generally or for any specific grade, and none of them appeared to know of any proven and reliable way of arriving at this percentage. With regard to the second proposal, that of seaboard inspection, it was insisted by most that the seaboard inspection should be limited to condition only, though some advocated seaboard inspection on grade also. With regard to the third it was pointed out that oats had been delivered in the United Kingdom upon certificates which had been written and dated two, three and four months before the oats were shipped from the Atlantic seaboard. It was argued that in such cases the oats had been held in store at the seaboard for too long a period to warrant being shipped upon western certificate, as they might very well have gone out of condition during the period of storage at the seaboard.

In regard to wheat, the possibility of the grain being tampered with in the eastern elevators both in Canada and the United States was referred to. There were few complaints about the grading of Canadian wheat. And not only were these complaints



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few, but they referred either to the variations within each grade, or to the alleged tendency of Canadian inspection to be laxer as the season went on; the argument here being that at the beginning of the grain crop year the inspection was more stringent than later on.

Some of the millers at Bristol advocated strongly the abolition of trading upon certificate, and substituting therefor trading by sample and London Arbitration.

#### 7. *Glasgow.*

A conference of the trade was called at Glasgow on the 22nd of January. There was as at Bristol a very large attendance of both grain men and millers, and there was present a delegate from the Corn Trade Association of Leith. The most striking feature of the meeting at Glasgow was the unanimity of those present in expressing approval of the Canadian system of inspection, and the Canadian system of handling grain in general. Neither the grain dealers nor the millers of Glasgow desire to change from trading upon certificate to trading upon standard sample and London Arbitration. On this matter there is no question whatever about the attitude of the trade at Glasgow.

The only complaint made at Glasgow was about the condition of Canadian oats during the last two years. It was recognized, however, that the moisture content of the crops of 1911 and 1912 was unusually high, and that under the most perfect system of handling grain difficulties as to condition must arise. The trade at Glasgow did not ask for even seaboard inspection on condition. They were opposed to any such radical change in the Canadian system, but they did ask that some consideration be given by the Board of Grain Commissioners and the Department of Trade and Commerce to the matter of the condition of oats. After the conference a personal suggestion was made to the effect that buyers in Britain should seek to protect themselves by offering to buy grain upon what is known as Rye terms instead of T. Q. terms as at present. This matter is referred to further on in this report.

#### 8. *Liverpool.*

On Friday, the 23rd of January, the Board of the Liverpool Corn Trade Association held a conference, and on the following days the Chief Commissioner met individual representatives of the trade in Liverpool, both grain men and millers. The attitude at Liverpool, both of the Executive of the Corn Trade Association, and of the trade generally, coincides with Glasgow rather than with London. Approval of the grading system and general satisfaction with the grading were freely expressed, and both seaboard inspection and trading by standard sample were strongly opposed.

The Liverpool Board asked for two things:—

- (1.) A closer definition of No. 3 Northern Manitoba wheat.
- (2.) A prompt notification each year as to what is done by the western Standards Board in the matter of commercial grades.

With regard to these requests the first has already been under consideration, and the second will be considered by the Board and brought to the attention of the Standards Board. There seems to be no objection to such notification as is asked for.

The chief complaint made at Liverpool was on the condition of some lots of Canadian oats. There was in addition to this some criticism of the Montreal inspection of American corn and barley.

#### 9. *Belfast.*

While in the North of Ireland the Chief Commissioner took the opportunity of making some inquiries about the trade in Canadian grain in that part of the United



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Kingdom. As the Belfast Chamber of Commerce consists chiefly of those engaged in the textile industries, and as the Grain Exchange at Belfast is only a news room, the method of inquiry was that of interviewing some of the leading importers of grain.

Very little Canadian spring wheat is imported into the North of Ireland. It appears that farmers and feeders prefer white bran to red. This preference is marked, and seems to be founded mainly upon familiarity. Further, Canadian millers sell Canadian flour in the North of Ireland at a price that does not tempt the local millers to compete along the lines of milling Canadian spring wheat.

The trade in Canadian wheat, therefore, in the North of Ireland is small, but in so far as it exists it has given satisfaction. There is no criticism of the Canadian inspection system. Complaints upon grades are non-existent. The firms interviewed freely expressed their opposition to any radical change in the Canadian method of handling grain. They see no ground whatever for either seaboard inspection or the abolition of trading upon certificate. To the latter especially they object that it would lead to confusion, and would benefit nobody except the arbitrators. Some of them ask for closer supervision of Canadian grain on its way to the seaboard, and particularly for a thorough means of identifying grain on its way through the eastern elevators.

*10. Summary of complaints made in the United Kingdom.*

*Wheat.*—In regard to the crops of 1911 and 1912, complaints were made about the condition of some cargoes of wheat, especially of the lower grades. Few, or none, were made about the condition of the crop of 1913. With regard to the grading of wheat, few complaints were made. Some millers stated that they had received too large a percentage of the grain from the bottom of the bin; some complained of the variations within each grade, especially Nos. 1 and 2 Northern; and some, though very few, that they had received cargoes beneath the minimum of the grade. Taking it all in all, however, complaints about the grading of wheat were few, and in several of the markets there were no complaints about the grading at all.

*Oats.*—The chief, and practically the only, complaint about oats was in regard to condition.

*Flax.*—The chief complaint about flax was in regard to admixture; some but very few complained about the grading.

*Eastern elevators.*—Closer supervision by the Dominion Government over the eastern elevators was requested.

*Certificates.*—Two complaints about the method of issuing certificates upon grain going out of terminal elevators were made, one in regard to date and the other in regard to quantity:—

(1) Date. Complaint was made that too long a period had elapsed in some cases between the date at which the certificate was issued in the western division, and the date at which the grain was shipped at the seaboard.

(2) Quantity. Complaint was made, especially in regard to flax, about issuing the certificate in the western division for a large quantity or cargo composed of grain of the same grade, shipped in lots out of different elevators, each lot carrying a different dockage, the whole cargo carrying an average dockage, and being subsequently sub-divided into smaller lots; and the suggestion was made that certificates for smaller lots should be issued instead.

*Seaboard Inspection.*—Prohibition by the Canada Grain Act of seaboard inspection was criticised. It must be pointed out, however, that a considerable section of the trade in the United Kingdom are opposed to seaboard inspection upon grade; that some



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of the trade are opposed to seaboard inspection even upon condition; and that those who advocate seaboard inspection upon grade and condition, also advocate that British buyers should buy not upon seaboard inspection alone, but upon seaboard inspection plus western division inspection, as suggested by Mr. Payne in his report.

*Method of Sale.*—Some, including both grain dealers and millers, object to trading upon certificate, and prefer trading by standard sample and London arbitration. This objection is only partially based upon complaints as to grade, condition and admixture. It is partially based on the alleged possibility of grain being tampered with after it leaves the terminal elevators, but it appears to be chiefly based upon the desirability of a final court of appeal in the London arbitration, and this would be secured if the grain were sold on standard sample rather than on certificate.

*Uniformity of inspection during crop year.*—Some complained that inspection is strict during the first weeks or months of the crop year, and tends to become laxer.

*Standards Board.*—Liverpool traders consider that they are not notified promptly enough of the action of the western standards Board in the matter of commercial grades.

*No. 3 Northern.*—Complaint is made that the statutory definition of No. 3 Northern is not definite enough.

*Commercial grades.*—Complaint is made as to the method of defining the commercial grades, that is to say, the method of defining these grades year by year according to the condition of the new crop and by the standards Board. The method suggested is that of standardizing the commercial grades, in other words, that the commercial grades should be defined by Parliament and thus put at a par with the higher grades.



## CHAPTER 2.

## OATS AND FLAX.

- (a.) THE CONDITION OF OATS.
- (b.) THE ADMIXTURES IN FLAX.
- (c.) EXPERT INVESTIGATION NECESSARY.

## OATS.

*1. Unanimity of complaints.*

Complaints about the condition of cargoes of Canadian oats were made in London, Bristol, Glasgow and Liverpool.

While practically no complaint was made about grades, the trade in the United Kingdom are unanimous in complaining about the condition of oats, and that is one of the strongest reasons given by those who advocate the abolition of trading by certificate, and the adoption of trading by standard sample and London arbitration. Some firms have lost heavily by oats going out of condition, and it is most desirable that the Honourable the Minister of Trade and Commerce, and the Board of Grain Commissioners should realize the advisability of a most careful consideration of this matter.

*2. Remedies suggested.*

I. A moisture test for oats to be embodied in the statutory definitions of the grades.

II. A limitation to the length of time in which the western certificate is tendered; that is to say, if the grain is held in store anywhere for a specified period after the western certificate has been issued, there should be a re-inspection of the grain, and a new certificate given.

III. Seaboard inspection on both grade and condition.

IV. The abolition of purchase by certificate altogether, and the substitution therefor of purchase by sample.

V. A seaboard inspection which should be:—

- (a.) limited to condition.
- (b.) conducted by the Dominion Government.
- (c.) and established in both United States and Canadian ports.

## VI. Purchase on rye terms.

With regard to these suggested remedies there is no doubt that at the present, at all events, the majority of the British traders at London, Liverpool, Bristol and Glasgow, are opposed to Nos. 3 and 4, are doubtful of No. 1, and attach most importance to Nos. 2 and 5. They argue that seaboard inspection on grade would tend to give the advantage to the exporter. They are opposed to inspection by Boards of Trade, such as now exists in the United States, and at Montreal for United States produce, and they ask for seaboard inspection at both United States and Canadian ports, as they do not know when making a purchase, at what port it will be shipped. Their general argument is that as they purchase grain on a certificate issued by the



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Dominion Government, the Dominion Government should protect its certificate, and this involves that the Dominion Government take measures to secure that grain out of condition should not be shipped from any of the Atlantic ports under a straight grade certificate.

*3. When does the grain go out of condition?*

It is difficult to determine in regard to the cargoes that went out of condition just at what point, and at what time, the grain went wrong. Statements were made by men engaged in the trade to the effect that some of the cargoes complained of were quite sound when unloaded at the British ports, but went out of condition later, when in store in the United Kingdom. It was impossible under the circumstances to make a complete and detailed investigation of this important matter, but statements were made to this effect. Further, some criticisms have been made upon British elevators for not taking sufficient care of the grain as to condition while in store; and, on the other hand, the manager of one of the elevators in question, explained in detail the methods adopted to preserve the condition of the grain while in store, and the difficulties he experienced in preserving the condition of grain arising out of the attitude of some of the traders. The elevator manager referred to appeared to realize the need of care, and to be taking every precaution, and he more than hinted that some of the traders did not realize the necessity of having their stored grain elevated for the purpose of preserving its condition, even at the cost of paying the elevating charge. However this may be, it appears that some of the cargoes complained of were sound when unloaded at the ports in Britain, and that they went out of condition afterwards while in the custody of the British buyer.

Seaboard inspection at Canadian and United States ports would not meet such case or cases where the grain went wrong upon the ocean.

*4. Seaboard inspection by the Dominion Government at the United States ports.*

At the present time, the Canadian Government maintains an inspection office at Duluth, and the question is often asked why should the Canadian Government maintain an inspection office at Duluth and not at the other United States ports. It is not realized that the inspection office at Duluth was not established for a reinspection of grain that had already been inspected in the western division in Canada. The inspection at Duluth exists primarily for the purpose of inspecting Canadian grain out of the elevators into the steamers. This inspection is not a reinspection; it is an inspection similar to the inspection at Fort William and Port Arthur. The certificate issued is an original western inspection certificate, and this condition does not exist at any other port in the United States; so that the existence of Canadian inspection at Duluth is no precedent whatever for the creation of inspection offices at the other United States ports for the purpose of reinspecting grain already inspected at Fort William, Port Arthur and Duluth.

It would be difficult to maintain efficient inspection at the United States Atlantic ports. There are so many of them, and they are situated so far from the head quarters of the Canadian inspection, that the creation of inspection offices would not only be expensive, but would also encounter difficulties in maintaining the efficiency and uniformity of the inspection. And apart from these difficulties, there is the very important question of policy, namely, whether it would be in the best interests of Canada to create inspection offices that might facilitate the diversion of her traffic through non-Canadian channels.

*5. The Government certificate and the export contract.*

Under the present system the inspection of Canadian grain ceases at the terminal points, Fort William and Port Arthur, and the certificate issued is a guaran-



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tee both of grade and condition of the grain at the time of delivery there. British buyers purchase from exporting firms on a contract containing a clause to the effect that the grain be shipped in good condition at the seaboard. This, however, is a commercial contract with which the inspection department has nothing to do. It is a voluntary contract between seller and buyer. Under this contract it is the seller that guarantees the condition of the grain at the seaboard, and the onus of proving that the grain was not shipped in good condition rests upon the buyer. Buyers in Britain, or on the continent of Europe, find it difficult to give this proof; that is to say, to prove that the seller did not fulfil his contract. They, therefore, ask that the Canadian Government should relieve them of this onus by creating a seaboard inspection.

Seaboard inspection might be a good thing, or it might be a bad thing, but it must be emphasized that the certificate issued by the Dominion Government, and the commercial contract referred to, are two very different things. There is no doubt that the Government should protect its certificates, but it does not follow that the protection should take the form of interfering with a voluntary commercial contract. Further, seaboard inspection on condition might relieve the British and European buyers from an onus which they now carry, but it might do so by transferring the risk to the Canadian exporters. These would buy the grain upon certificates issued at Fort William, and they would have to assume the risk of grain going out of condition before it was inspected at the seaboard. The Canadian exporters might be willing to assume this risk, especially if the seaboard inspection were on grade as well as on condition, or they might not, but it does appear that a seaboard inspection on condition only would mean the interference of the Government with a commercial contract with the object of relieving one party to that contract and of transferring the risk to the other party.

Contracts for the produce of other countries are sometimes what is called "Rye" contracts, and sometimes "T. Q." In the one case the produce is guaranteed by the shipper at the point of delivery, and in the other case at the shipping point. Which contract is the more suitable for Canadian grain, and what the terms of the contract should be, are matters that should be left to the trade.

*6. Moisture content, storage and transport.*

The effect of high moisture content upon the grain in store has not been sufficiently investigated, especially in the case of oats. The crops of 1911 and 1912 had a high moisture content, and apart altogether from the question of tampering with the grades of grain, there was a risk taken in transporting grain from Fort William to Europe, and this risk was of course greatest in the lower grades and in the summer months.

There is great need for the most thorough investigation into the effect of moisture upon grain in store and in transport, both in the case of oats and wheat, and the need is perhaps greater in the case of oats.

This work should be done by the new chemical department established by the Honourable the Minister of Trade and Commerce. The inspection offices are equipped with commercial moisture testers. The use of these testers assumes standards of moisture content, and no work has been done in Canada along the line of investigating these standards, indeed very little work has been done anywhere along this line. What percentage of moisture grain of the various grades will safely carry in store and transport under the climatic conditions of the country, is a question that can only be answered by a thorough investigation. At all events the inspection department has no means of giving a satisfactory answer to such a question, or to such specific applications of it as the effect of mixing a percentage of tough or damp oats with straight grade oats, or the effect of mixing oats that have been dried but are not yet thoroughly cooled, with straight grade oats.



*7. The Canada Grain Act and the inspection of oats.*

In regard to wheat that has been dried, the Canada Grain Act gives explicit guidance. If wheat that has been graded No. 1 or No. 2 Northern is dried, and if after drying the grain is to be graded No. 1 or No. 2 Northern, the word "dried" must be put in the certificate; if the word "dried" is not put in the certificate the wheat cannot be graded higher than No. 3. There is no such explicit legislation about oats. It is, therefore, sometimes argued that dried oats may be mixed into straight grade oats in any grade, even the highest, if the inspector permits it. This may or may not be sound policy, but it should be very carefully considered, in view of the number of complaints that have been made during the last two years, and certainly dried oats that have not been thoroughly cooled should not be so mixed.

Again, it is sometimes argued that a certain percentage of tough oats may be mixed into a lot of straight grade oats, on the ground that the average moisture of the mixture resulting would not be too high, or that the effect would be to dry the tough oats. Whether this has been attempted in hospital, terminal or eastern elevators in Canada or not, there is very little doubt that the existing legislation on hospital elevators would enable them to do this if they so desired, and therefore, whether it has been done or not, it is advisable that the question should be carefully considered whether tough grain should ever be mixed with straight grade grain in any elevator, hospital, terminal or eastern. There should be careful consideration given also to the value or efficiency of the conditioning of grain by blowers, or by being re-elevated, and whether grain so conditioned should not be also dried.

Before attempting the more drastic and doubtful remedies suggested in the United Kingdom these matters should be investigated. The best protection of the certificate is to insure that the grain be well graded and in sound condition at the terminal point, and if this be not insured, other remedies cannot be satisfactory.

With regard to the eastern elevators in Canada, the Grain Act is very explicit and detailed in formulating their duties in regard to grain out of condition. The Board of Grain Commissioners should have some method of knowing that these regulations are conformed with, apart from the method of a special investigation. There is a question about the jurisdiction of the Board, not merely over those eastern elevators that are operated by the Dominion Government, but also over those elevators that are operated by the Harbour Commissioners of Montreal and Quebec. The Government, however, has jurisdiction, and without stating that the laws are not rigorously conformed with at present, without making any charge of any kind, it is a most advisable that the Board which has to deal with complaints about grain should have some method, not merely of identifying the grain on its way to the steamer, but also of detailed and regular information as to what is done when grain goes out of condition.



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## F L A X

1. *Communication sent to the Honourable the Minister of Trade and Commerce by the Seed Crushers of the United Kingdom.*

11th December, 1913.

The Honourable GEORGE FOSTER,  
Minister of Trade and Commerce,  
Parliament Buildings,  
Ottawa, Ont.

DEAR SIR,—I am instructed to draw your attention to serious complaints made by Seed Crushers in Europe in connection with shipments of Canadian flaxseed.

I would begin by stating that the Membership of my Association represents approximately 90 per cent of the entire seed crushing industry in Great Britain and that we are affiliated with the international committee for the protection of the interests of European Seed Crushers, a body embracing practically the whole of the seed crushing industry in Europe and of which committee our chairman is a vice-president.

As the Canadian crop of flaxseed has recently assumed large proportions, making it a substantial element in the world's supply, and, further, is an important item among the Canadian grain crops, I am sure you will realize that dissatisfaction with the method of handling the crop is distinctly injurious to the grower as it is immediately reflected in the price paid to the detriment of flaxseed as compared with other descriptions of linseed. It is on this ground, therefore, that I venture to approach you.

Flaxseed, as you are aware, is sold to Europe upon the Canadian certificate:—

- (1.) As to quality.
- (2.) As to admixture.

The basis being 100 per cent pure linseed, all admixture being deducted. The complaints from crushers on this side are to the effect that:—

*Firstly.*—That there is a very wide discrepancy between the analysis allowance as shown on the Canadian Certificate and actual admixture as disclosed by the London analysis made on this side after arrival of the Seed.

*Secondly.*—That many parcels have arrived upon a No. 1 grade certificate and have proved to be of a quality very inferior thereto.

These complaints are based on a large number of tests that have been made by different receivers, and I may say that it is now generally accepted that the London analysis of Canadian flaxseed shows on an average at least 1 per cent more admixture than the amount allowed by the Dominion certificate. In cases however where the admixture is heavy and this season there have been many instances where the Dominion admixture certificate showed an allowance of 4 to 5 per cent, the discrepancy, has been very much more marked.

We recognize that the methods of analysis are slightly different, as we understand the Dominion inspectors profess to regard the admixture on what is termed a commercial basis, whereas the London analysis is done to the very finest degree of scientific accuracy. This, if approximately constant, would account for a difference in results which could be easily calculable, but it is the wide variation that causes



disquiet. We understand that when the seed arrives from the grower's hands at the lake front elevators it is cleaned up and treated for final inspection, and that the inspection certificate granted at that point follows the seed down the lake along its course of transmission possibly through the elevators up to the seaboard and thence to Europe. We are further informed that the practice is to grant a certificate on the analysis of one sample taken to represent a very large bulk, which is subsequently split up into many smaller parcels. The receivers on this side venture to suggest that here may be found the source of the trouble. The admixture in flaxseed is usually of a heavy nature, and while one sample drawn of a very large bulk might be truly representative at the time of despatch, the condition of the different parts of the bulk will vary very considerably in the course of handling. It might consequently follow that a large parcel of seed containing on an average, say 2 per cent admixture, might resolve itself into smaller parcels and by the end of the journey of each, one parcel might show only  $\frac{1}{2}$  per cent admixture and another parcel 4 per cent or even 5 per cent. The receiver who had the parcel with 5 per cent admixture on a 2 per cent allowance finds very little consolation in knowing that his neighbour had a parcel with  $\frac{1}{2}$  per cent admixture and will receive 2 per cent allowance.

It is the unanimous desire of the European buyers that some system should be adopted whereby they might be sure of receiving an analysis certificate of their parcel which has been made on a sample drawn at the time and place of shipment from the seaboard as the original analysis certificates have proved so unsatisfactory in working.

The complaints in regard to quality would probably be met by the same procedure. Here it is suggested that the difference may be accounted for by the fact that parcels of seed at times have remained some long time in the elevators and we know of cases where certificates have been three and four months old before the time of shipment. Moreover, we doubt whether it is possible for slightly damaged seed to come out after three months storage without showing further deterioration. While being turned over in an elevator the seed might not look bad enough to warrant retention at the lake elevator, and yet might be very inferior to its true grade at the time of shipment on the ocean steamer.

My committee would much appreciate your courteous consideration of our troubles, and venture to suggest that it would be very desirable if we could have the pleasure of an interview with Dr. Magill, who we understand is likely to visit England very shortly. Perhaps he would be good enough to go into the question of practice in connection with the points raised, and especially as to any possible methods of remedying the condition of things. Any improvement in methods of procedure should certainly result in better prices being obtained for the flaxseed.



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*2. Table submitted by the Seed Crushers showing.*

## COMPARISON OF ENGLISH AND CANADIAN ANALYSES.

Ship.	Quantity Qrs.	Canadian Dockage.	Admixture U. K. Analysis.	Difference.
Vellor.....	3,875	2%	4.65	2.65
".....	10,500	3.2918		
Marmion.....	3,000	1.5025		
".....	1,000	1.5025		
".....	1,000	1.5025		
".....	2,000	1.5025		
".....	2,000	3%		
".....	1,672	3%		
".....	8	2.4954		
".....	1,000	2.44		
Ryburn.....	320	1.4227		
".....	3,060	1.4227		
Marengo.....	5,000	1%	2.50	1.50
".....	360	1%		
".....	5,000	1%		
Somersby.....	1,640	1%		
".....	5,000	1%		
".....	3,000	1%		
Norfolk Range.....	1,000	2½		
".....	4,000	3.0469	3.49	.44
Alminiana.....	2,286	2½		
Cynthiana.....	177	4½		
".....	1,161	2½		
".....	2,000	3.0469		
Gafsa.....	1,000	1.6015		
".....	10,930	1.6015		
Chil Range.....	661	1½	3.72	2.22
".....	4,714	1.3083		
".....	1,000	1½	3.72	2.22
Francisco.....	1,210	1%		
Myrafil.....	4,000	2.2441		
Idaho.....	1,500	1.9358	4.60	2.66
Myrafil.....	800	1.3673	3.00	1.63
Toronto.....	2,000	1.9358		
".....	250	1.9358		
".....	2,240	3%		
Snow Range.....	6,000	1%	2.53	1.53
".....	4,000	2.8654	4.38	1.51
".....	780	2%		
".....	1,220	2.8654		
".....	1,000	2%		
Othello.....	2,000	2.75		
".....	3,000	2.9969		
".....	2,000	2.75		
Monkshaven.....	5,000	2.74		
Marenzo.....	500	3.0902		
Cynthiana.....	2,000	1.3673		
".....	1,140	2.8798		
".....	2,000	1½		
Alminiana.....	1,000	1.3083		
Cynthiana.....	1,000	1½%		
Dromonby.....	5,000	2%		
Graciana.....	734	1%		
".....	1,266	2.7994		
".....	1,000	2.7994		
Galileo.....	860	3%		
Eir.....	2,150	1.5034		
".....	954	2.7993		
".....	46	1.6538		
Penine Range.....	1,000	1.2909		
".....	3,000	2½%		
Buffalo.....	1,700	2.9969		
".....	7,000	1.2874		
".....	462	1½%		



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COMPARISON OF ENGLISH AND CANADIAN ANALYSES.—*Continued.*

Ship.	Quantity Qrs.	Canadian Dockage.	Admixture U. K. Analysis.	Difference.
Vellor.....	6,955	3.2918%	3.76	.4682
Marmion.....	76	1.5025	3.16	1.6575
".....	3,493	3.0000	5.56	2.5600
".....	89	1.5%	4.87	3.37
".....	871	2.4954	5.11	2.6147
Somersby.....	12,717	1%	1.15	.15
Galileo.....	4,000	1%	1.58	.58
Chil Range.....	3,000	1.0782	2.34	1.2618
".....	3,265	1.5	3.43	1.93
".....	2,000	1%	4.22	3.22
Idaho.....	3,000	4%	6.99	2.99
Venango.....	3,961	1%	2.75	1.75
".....	2,600	2%	3.20	1.20
Snow Range.....	790	1%	4.33	3.33
Buffalo.....	7,900	4%	6.80	2.80
Zafra.....	13,100	1%	3.18	2.18
Gafsa.....	10,485	1.6015	1.90	.2985
".....	3,000	1%	3.08	2.08
Almeriania.....	384	2.5%	8.67	6.17
Marengo (No. 2).....	1,000	2.5232	5.12	2.5968
Francisco.....	2,000	1.8614	2.55	.6886
" (No. 2).....	770	3.7115	3.66	.0515
".....	7,013	1%	1.54	.54
Idaho.....	3,000	1.9358	4.30	2.3642
Myra Fell.....	5,000	1.3673	2.78	1.4127
".....	1,000	2.8125	4.88	2.0675
".....	475	2.25	2.40	.15
".....	2,090	2%	5.06	3.06
Durango.....	1,000	2%	4.63	2.63
Toronto (No. 2).....	3,250	3.7115	4.61	.8985
Buffalo.....	1,500	4.9108	6.42	1.5092
" (2).....	2,000	4.7002	6.13	1.4298
Othello.....	2,000	2.75	5.32	2.57
".....	5,000	2.9969	5.40	2.4031
Snow Range.....	1,434	3.5%	2.90	.60
Monkshaven.....	8,000	2.747	5.33	2.583
".....	3,000	1.06	2.38	1.32
Marengo.....	4,493	3.0902	5.57	2.4798
" (No. 2).....	5,550	4.5017	4.97	.4683
".....	1,421	2.9969	3.63	.6331
Cynthiana.....	3,170	3.3101	4.45	1.1399
".....	1,000	2.8798	2.25	.6293
".....	4,153	1.5	1.25	.25
".....	2,000	2%	4.60	2.60
".....	2,204	1.06	1.77	.71
Almeriania (2).....	2,906	3.2319	6.78	3.5481
".....	750	3.3101	6.06	2.7499
".....	1,850	2%	6.05	4.05
Francisco.....	1,814	2.9969	2.89	.1069
Dalton Hall.....	2,972	2%	6.96	4.96
".....	333	1%	5.16	4.16
".....	4,114	1.7333	3.03	1.2967
Idaho.....	3,017	3%	5.00	2.00
Dromonby.....	3,305	2%	6.27	4.27
".....	2,918	1.6538	3.98	2.3262
".....	1,362	2.2441	3.31	1.0659
".....	1,000	2.2441	3.31	1.0659
" (No. 2).....	3,250	1.2201	4.04	2.8199
Toronto.....	7,074	1.2874	4.78	3.4926
".....	1,359	1.5%	1.72	.22
" (No. 2).....	2,750	1.4265	2.94	1.5135
Graciana.....	1,000	2.7994	4.00	1.2006
".....	478	1%	3.73	2.73
".....	2,166	1.783	3.73	1.947
Penine Range.....	1,300	4%	7.77	3.77
" (No. 2).....	2,040	2%	2.67	.33
Penine Range.....	2,798	2.5%	2.57	.07
" (No. 2).....	2,240	3.2319	4.23	.9931



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COMPARISON OF ENGLISH AND CANADIAN ANALYSES.—*Concluded.*

Ship.	Quantity Qrs.	Canadian Dockage.	Admixture U. K. Analysis..	Difference.
Buffalo.....	898	1.5%	2.62	1.12
".....	502	1.2874	2.37	1.0826
Eir.....	1,246	3%	5.54	2.54
".....	1,315	2%	1.69	.31
".....	1,057	1.5%	3.77	2.27
".....	6,685	2.7993	4.23	1.4307
".....	6,984	2.3763	5.45	3.0737
Othello.....	4,120	3%	7.00	4.00
".....	528	3.5%	7.62	4.12
Cynthiana.....	3,898	4.2945	4.28	.0145
" (No. 2).....	2,961	2.7999	5.16	2.3061
" (No. 2).....	1,831	3.2319	6.50	3.2681
".....	1,000	1.8097	5.13	3.3203
Marengo.....	2,027	1.8958	4.44	2.5442
Dalton Hall.....	1,017	1.4311	5.16	3.7289
".....	4,177	2.8603	5.96	3.0997
Francisco.....	665	1.5%	2.89	1.39
Chil Range.....	1,078	4.2945	5.37	1.0755
".....	1,031	3%	2.95	.05
".....	598	2.0405	7.02	4.9795
" (No. 2).....	1,085	1.7830	6.87	5.0870
Peruvian.....	951	1.3673	4.53	3.1627
".....	1,000	1.6732	1.96	.2868
Graciana.....	3,128	2.2257	4.67	2.443
Q. Wilhelmina (No. 2).....	2,000	3.4418	3.72	.2782

3. *The London Analysis of Flax.*

The inspection of grain includes quality or grade, condition, and admixture or dockage. The London analysis of flax is concerned only with the third of these, that is to say, with admixture or dockage. Flax from all countries of the world except Canada and the United States is bought in the United Kingdom upon standard sample, London arbitration, and London analysis. There may be arbitration both upon the quality or the grade and upon the condition of the seed, but the question of admixture or dockage is decided by the analysis. The analysis therefore is not upon grade or upon condition, but upon admixture. Further, the analysis does not merely seek to separate the flax from all other admixture. The analysis is based upon the distinction of oil bearing and non-oilbearing, and its object is to ascertain the percentages of these in the sample. The questions whether the flax seed is of good quality or not, and whether it is in sound condition or not, are not answered by the analysis; the analysis is addressed to the one object based on the distinction of oleagineous and non-oleagineous.

Certain mechanical devices are used in preparation for the analysis. To begin with, the whole of the official sample brought from the cargo is emptied into a hopper. Underneath this hopper is a machine which was invented for the purpose of taking a small representative sample out of the larger one, the smaller sample being the same as the larger one in every respect, containing the same admixtures and in the same relative proportions. Thus if the larger sample contains one bushel of flax, and if the analyst desires a sample of only three-quarters of a pound, the bushel is all emptied into the hopper, and the smaller sample is mechanically secured. Underneath the hopper is a rotating cylinder. Upon the outside of the cylinder is a small weight scale, the hand of which is set to the weight desired in the smaller sample. Outside of the cylinder are placed receptacles to catch the grain. The machine is driven by a



small electric motor. The whole of the larger sample flows into the cylinder, and the smaller sample desired is obtained by purely mechanical means.

If the question upon what principles the machine was constructed were raised, an answer would probably be given in terms of such language as the specific gravities of the various grains, and the action upon them of centrifugal force. The non-mechanical mind has less difficulty in understanding the claim that the machine has been long and well tested, and that it has given satisfaction. The old method of taking a sample by hand or scoop would not be resorted to, and the cost of the machine apart from the motor and hopper was £50 sterling.

The small sample thus taken is weighed in a delicate scale to check the weight given by the machine. It is then taken to the analyzing room, and passed through four sieves. The meshes of the top sieve are of large dimensions that let everything through except matter of considerable size, like bits of straw, &c. The meshes of the bottom sieve are of fine dimensions and they let nothing through except fine dust. The second sieve from the top catches the body of the sample including the flax, and the third separates the weeds, &c. This sieving process is more elaborate than that used in the Canadian inspection offices, but this is not the analysis; the separation effected by this process only facilitates the analysis.

The various groups thus obtained are then hand-picked, separated into oleaginous and non-oleaginous, classified and weighed, and calculations are made showing the percentages of each found in the sample, and the result is thus formulated.

It may be added that the largest group taken out by the sieving process is the flax seed. This is also hand-picked, and there is a machine similar in principle and operation to the one above described, but smaller and designed to take still a smaller sample of the flax for hand-picking purposes.

There is no doubt that the London analysis is careful and minute, and that every precaution is taken to secure correct results. There is little to be gained by attempting to criticise the method of the analysis, or by trying to minimize its value as evidence of the percentage of non-oilbearing mixtures in cargoes of Canadian flax seed as recently shipped. There is little doubt that the complaint made by the Seed Crushers of the United Kingdom is based upon the London analysis, and is well founded, and that it merits the serious consideration of the Honourable the Minister of Trade and Commerce and of the Board of Grain Commissioners. British and European buyers cannot be expected to pay flaxseed prices for non-oilbearing matter. There is not the least doubt that they would be justified in protecting themselves by buying at a smaller price, and the loss would thus be transferred to the Canadian producer.

#### *4. Canadian Inspection and Analysis of Flax.*

The conditions under which flax is inspected in Winnipeg and Fort William do not exist in London. With the short season of navigation, and with the vast quantity of grain to be handled, the time element is important, and no change should lightly be made that might impede the rapid handling of the crop. Further, a condition arises from the necessity of an inspection out of the terminal elevators, as well as of the inspection in. If an analysis similar in method to that at London were established in Canada, as part of the inspection, it would have to be done twice, once in Winnipeg and once at the terminal point. This would require additional offices and additional men, with equipment and expert knowledge in both, and would be more expensive than what now exists. Our inspectors have no mechanical samplers, and have no time at present for hand picking, and our inspection law has been so far content to prescribe commercially clean grain. The inspectors have two sieves, they weigh the flax or the screenings, and they set the dockage accordingly. The method does not require a long time, and if it is somewhat rough and ready, and if it is inferior to the London analysis in regard to accuracy, it at all events puts no obstacle in the way of the rapid



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handling of the crop. It does not appear that it would be advisable to attempt to adopt the London method, or make it part of the inspection of flax, and it is by no means certain that the real cause of the existing trouble would be removed by the adoption of the London analysis. On the other hand, there is no doubt that it would be a great advantage to the Inspection department if an equipment similar to that used in London were purchased, and a series of comparisons made between the dockage set by our inspectors in the usual way as the grain left the terminal elevators and the dockage that would be given by the London method.

*5. Causes of Trouble.*

(1) *Inspection.*—The increased flax production of Canada has given Canadian flax an important place in the international market, and if there were no other reasons, this fact alone would render it advisable that the Board of Grain Commissioners should investigate the question whether the principles and methods of inspection are correct in regard to dockage. It is clear that the producers of flax have little to gain by laxity of inspection in this regard. The non-oilbearing matter must pay freight by land and sea, and an excess of admixtures over the dockage allowed tends to lower the price level of Canadian flax in the international market.

(2) *Adequacy of Cleaning Machinery and Binning by Dockage.*—There is little doubt, however, that the primary source of the trouble experienced during the last year and a half is not to be found in the inspection but in the commercial work of cleaning and handling the flax. For the 1912 crop the cleaning machinery was totally inadequate, and while for the 1913 crop it was probably adequate, yet it was not adequately worked. Suppose, for example, a vessel comes to the terminal point and orders are placed to load it with 300,000 bushels of cleaned flax, all of one grade. Suppose further, that there are only 50,000 bushels of cleaned flax at the head of the lakes, and that, in order not to delay the vessel unduly, the shippers consent to shipping 250,000 bushels of flax uncleaned. The one cargo then, of the one grade will be made up of 50,000 bushels of cleaned flax and 250,000 bushels of uncleaned. Further, the 250,000 bushels of uncleaned may be loaded out of three or four different elevators, and the amounts loaded out of the different elevators may vary in the dockages set by the inspector. There will then be one dockage upon the cleaned flax, and another dockage upon each of the lots delivered out of the different elevators into the steamer. If the 250,000 bushels have been loaded out of five elevators, the result will be a total cargo of 300,000 bushels, made up of six different lots of one grade with six different dockages set. A certificate will then be written upon the whole cargo, and the various dockages reduced to an average which is the dockage upon which the whole cargo goes forward. Suppose the vessel went direct from Fort William to London without unloading in eastern Canada, and the whole cargo were divided up in London into different lots for different purchasers, one purchaser might receive a lot of flax clean or fairly clean, and for his lot the average dockage will be too generous, while another purchaser might receive flax fairly dirty and for his lot the average dockage would be too little.

Vessels, of course, do not go from the head of the lakes to the United Kingdom, but must be unloaded into the eastern elevators, which renders another complication possible, as the vessel in the case supposed would unload at one or more eastern elevators. If the flax were of the grade No. 1, the eastern elevator might bin the cargo of the 300,000 bushels in one or more bins already containing some No. 1 flax, and the dockage set upon this cargo of 300,000 bushels might not be identical with the dockage carried by the flax already in the bin. So far as the provisions of the Canada Grain Act are concerned, public elevators in the eastern inspection division may bin together different parcels or lots of the same grade. Under this legislation, they can not, of



course, bin together different lots of different grades, but this prohibition does not of itself preclude the possibility of mixing together different lots of grain of the same grade but carrying different dockages.

These are no mere vague possibilities. Some of them have actually occurred, especially those of them that refer to the terminal point, and no matter how efficiently the work of inspection were done, such conditions as these would lead to nearly all the troubles complained of by the seed crushers of the United Kingdom.

6. *Increase in production of Canadian Flax since 1901-2.*

The following table shows the increase in the production of Canadian flax since the year 1901-02. Attention is asked to the sudden increase in 1912-13, which renders obvious the strain put upon the cleaning capacity of the elevators in that year.

Statement showing the total quantity of flax received at the terminal elevators at Fort William and Port Arthur for the under-mentioned crop years:—

	Bushels.
1901-02.. . . . .	10,726
1902-03.. . . . .	167,537
1903-04.. . . . .	462,053
1904-05.. . . . .	169,761
1905-06.. . . . .	480,301
1906-07.. . . . .	796,197
1907-08.. . . . .	1,515,701
1908-09.. . . . .	2,110,673
1909-10.. . . . .	3,360,807
1910-11.. . . . .	2,877,330
1911-12.. . . . .	5,954,451
1912-13.. . . . .	18,220,681



7.—FLAX CLEANING

The following table shows the flax cleaning capacity of the elevators at the terminal points, the years of installation, and the increase in capacity secured in 1913:

Elevator.	No. of Cleaners.	When Installed..	Capacity for 10-hr. day.
			Bushels.
Western.....	Two.....	One in 1909; one in 1911.....	5,000
Consolidated.....	Two.....	One in 1906; one in 1909.....	3,500
G. T. P.....	Four.....	Two when elevator was built; two in 1913.....	8,000
C. P. R. "D".....	Two.....	1913.....	7,000
Empire.....	Two.....	Both have been in over three years.....	7,500
Thunder Bay.....	One.....	Has been in over four years.....	4,000
Port Arthur.....	Three.....	Two in 1911; the other previous.....	12,000
Horn's.....	Three.....	Has been in about six years.....	10,000
Fort William.....	Two.....	1913.....	7,000
Dominion Government.....	Four.....	1913.....	16,000
B. & E. (G. G. G. Co.).....	None.....	Total.....	80,000
C. & A. (East. Term).....	None.....		
Ogilvie's.....	None.....		

	Per ten hours.
Total capacity 1911-12.....	46,000
1912-13.....	53,000
1913-14.....	80,000

8. Receipts of Flax at Terminal Elevators.

Receipts of flax at the terminal elevators from September 1, 1913, to December 12, 1913 (close of navigation):—

C.P.R. Elevator "D".....	5,465-07
Empire.....	1,061,478-10
Consolidated.....	552,463-42
Western.....	664,442-17
G.T.P.....	633,976-26
Port Arthur.....	1,248,783-34
Horn's.....	611,645-43
Fort William Elevator Co.....	529,146-44
Dominion Government.....	2,311,899-21



STATEMENT of Cleaned and Uncleaned Flax shipped by vessels from Fort William and Port Arthur from September 1, 1913 to Close of Navigation, December 12, 1913.

CLEANED FLAX CARRYING UP TO 2% DOCKAGES.

Elevator.	1 NWC.Flax	2 CW. Flax.	3 CW. Flax.	Sundries.	Total Gross	Total. Dock age.
C. P. R.....	17,340-47	114,490-42	4,558-53	.....	136,390-30	2,164-26
Empire.....	224,319-16	.....	.....	.....	224,319-16	4,246-22
Consolidated.....	189,543-00	134,583-42	.....	924-23	325,051-09	6,382-04
Western.....	759,816-50	124,638-03	.....	.....	884,454-53	13,573-08
Fort William "F".....	.....	.....	.....	.....	.....	.....
Grand Trunk Pacific.....	54,813-16	122,701-47	3,553-31	2,109-03	183,177-41	3,500-07
Dominion Government.....	682,780-39	25,300-19	2,981-25	4,166-35	715,229-06	11,899-36
Port Arthur.....	9,289-36	74,075-32	.....	10,567-32	93,932-44	1,755-30
Thunder Bay.....	22,200-00	.....	536-26	279-49	23,016-19	456-04
Horn & Coy's.....	483,946-17	60,042-28	803-51	14,030-12	558,822-52	7,356-04
Total.....	2,444,049-53	655,832-45	12,434-18	32,077-42	3,144,394-46	51,333-26

Average dockage of cleaned flax.....1.6325%

UNCLEANED FLAX CARRYING OVER 2% DOCKAGES.

—	1 NWC Flax	2 CW Flax	3 CW Flax.	Sundries.	Gross Total.	Total Dockage.
C. P. R.....	14,437-08	.....	.....	.....	14,437-08	360-50
Empire.....	574,258-29	119,912-07	7,081-09	.....	700,351-45	22,583-02
Consolidated.....	311,785-45	20,997-09	6,142-30	.....	338,925-28	9,698-06
Western.....	24,000-00	1,591-29	.....	.....	25,591-29	646-54
Fort William "F".....	461,163-42	3,703-22	.....	.....	464,867-08	25,920-06
Grand Trunk Pacific.....	443,263-05	19,617-24	2,697-37	2,638-22	468,216-32	15,032-08
Dominion Government.....	1,234,003-02	46,626-17	491-36	1,000-50	1,282,121-49	70,968-36
Port Arthur.....	1,200,389-26	289,563-55	17,754-04	7,736-20	1,515,443-49	48,150-30
Thunder Bay.....	240,268-34	53,250-23	4,594-04	9,993-06	308,106-11	14,669-04
Horn & Coy's.....	.....	3,220-24	185-55	4,007-22	7,413-45	218-52
Total.....	4,503,569-23	557,582-42	38,947-07	25,376-08	5,125,475-24	208,248-24

Average dockage of uncleaned flax.....4.063%

Grand totals.....6,947,619-20 1,213,415-31 51,381-25 57,453-508 269,870-14 259,581-53

10..Remedies.

In their communication to the Honourable the Minister of Trade and Commerce, the Seed Crushers appear to suggest seaboard inspection as the remedy. In making this suggestion, the Seed Crushers were not familiar with all the circumstances at the head of the lakes. While they were aware of the increased output of Canadian flax, they could not be expected to know the details about the flax cleaning capacity of the terminal elevators. It is quite obvious that seaboard inspection is not what is required in the first instance. The first step to be taken is to secure adequate flax cleaning machinery at the terminal point. The question has been raised as to whether the Board of Grain Commissioners has authority to order the terminal elevator companies to install cleaning machinery. In reply to this it may be pointed out that without raising the question of authority or jurisdiction, the C.P.R. agreed to instal flax cleaners in elevator "D," and that the companies licensed to do a public



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business upon a large scale should not resent being requested to equip their plants sufficiently to handle the grain business of the country. In addition to this, however, according to section 95, subsection 94, of the Canada Grain Act, an inspector has the power, where he finds the cleaning facilities inadequate, to order the installation of such additional machines as will meet the requirements. It might have been better had this power been vested in the Board of Grain Commissioners rather than in the inspectors, but whether the Board has power to proceed directly in the matter or must proceed indirectly through its inspectors is not very material. At all events the Board of Grain Commissioners issued an order requiring the terminal elevators to show cause why they should not be required to install flax cleaners if they had none, or additional cleaners if those already installed were inadequate. The Ogilvie Flour Mills Company has agreed to instal flax cleaners in their elevator, the Grain Growers' Grain Company and the Eastern Terminal Elevator Company have not, up to the present, seen their way to agree to the installation of flax cleaners in the elevators which they have leased from the C. P. R.

The installation of sufficient flax-cleaning capacity is, however, only the first step. The last season of navigation showed that flax cleaners might be installed and yet not adequately used. The Board of Grain Commissioners should consider whether terminal elevator companies should be permitted to sacrifice any important cereal merely on the ground that that cereal is difficult to handle, and that there is more money to be made with less trouble in handling high grade wheat, and the Board should consider in this connection whether terminal elevator companies operating under public license should be permitted to dump the more difficult part of the work of handling the grain crop of western Canada upon their neighbours, or upon the elevator operated by the Dominion Government. Public interest requires not merely adequate flax cleaning machinery, but also that this machinery should be so distributed amongst the terminal elevators, and so utilized that the flax would be properly handled. It may not be necessary to compel every elevator to install flax cleaners, but without a sufficient number of flax cleaners, and without a sufficient distribution and utilization of them, the difficulties already experienced will be experienced again. Further, so long as vessels take different amounts of flax of the same grade from different elevators, there will be a possibility and probability that the different lots, even when cleaned may, upon inspection out, carry different percentages of dockage. The Board should consider whether it is possible to secure uniformity of cleaning, and uniformity of dockage, and whether, in case this be not practicable, different lots of flax of the same grade but with different allowances for dockage should be loaded together in the same hold, barge, bin or car. To put together lots of flax of different dockages, even though of the same grade, and to calculate an average dockage for the certificate is almost certain to lead to trouble. Further, the Board should consider whether public elevators in the eastern division have had their attention called to the difficulties that may arise from binning together lots of flax of the same grade but of different dockages.

It is by no means clear, however, that all the difficulties mentioned by the Seed Crushers of the United Kingdom can be met upon the Canadian side. The volume of grain to be transported between the harvest and close of navigation taxes to the utmost the handling capacity of the country, both the storage capacity of the terminal and eastern elevators and the carrying capacity of the lake steamers. It may be impracticable to secure that different lots of flax of the same grade, but with different dockages, be either loaded into separate holds or stored according to dockage as well as to grade. It may still be necessary to give an average dockage to what one might call a composite cargo of the same grade, and it may be that the Seed Crushers could do more to protect themselves in this respect than they have attempted. If a cargo of flax of one grade composed of several lots carrying different dockages, and covered by one certificate with an average dockage, were unloaded at London, there does not seem to be anything impossible in the buyers' rearranging the dockage allowance in



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accordance with the lot each buyer receives. Whether this is practicable or not upon the other side of the Atlantic, it is the duty of the Board of Grain Commissioners to consider the Canadian side of the matter, for there is no doubt that the difficulties referred to tend to lower the general level of the price of Canadian flax in the international market.

As already intimated, Canadian flaxseed has suddenly taken a more important place in the international market, and the quality of its seed stands in high repute. Like India and the Argentine Republic, Canada sacrifices the fibre for the seed, and Canadian flaxseed, while possibly not equal in quality to the best seed from Bombay, is probably superior to the Argentine product. The Seed Crushers of the United Kingdom speak highly of the quality of Canadian flaxseed, and upon the whole had few complaints to make about the grading apart from admixture or dockage. They can not, however, be expected to pay flaxseed prices for non-oil bearing matter, and if they receive Canadian flax with a larger percentage of non-oil bearing matter than the dockage allows for, and if in addition to that, the excess percentages of non-oil-bearing matter in the flax delivered to them vary as much as they have done, so that they constitute an incalculable eccentric, the buyers will naturally and inevitably seek to protect themselves by offering a lower price for Canadian flax all around.

### *11..Expert Investigation.*

1. *Inspection for Moisture.*—The preceding pages have demonstrated the need of investigating thoroughly the whole matter of inspecting for moisture. Such inspection is surrounded with difficulties. A year ago the Board of Grain Commissioners took a forward step in equipping the various inspection offices with mechanical moisture testers. Prior to that, the inspectors tested for moisture by the eye, nose and the touch. Since that step was taken, they have inspected every car about which they felt doubtful by the mechanical instrument provided. Whatever improvement may have been thus effected has not been greatly appreciated by either the producers or the receivers of Canadian grain. Producers have not infrequently charged that the inspection was too rigorous, the grain which they have claimed to be dry being graded tough, damp or wet, and the receivers have claimed that the inspection was too lenient, grain which they received being out of condition, though accompanied by a straight grade certificate. Producers have also in some cases argued that grain grown in certain districts of western Canada will safely carry a larger percentage of moisture than grain grown in other districts.

In addition to these criticisms, there have been some directed to the instrument used. The percentage of moisture given by the testers depends, of course, upon the degree of heat applied. In working the tester, the inspectors have had nothing to guide them except the directions of the manufacturing company, and some claim that too much moisture has been extracted or distilled from the grain. Another line of criticism has been directed towards the standards adopted in grading grain as dry, tough, damp or wet. What percentage should the grain carry safely in store, what percentage should grain carry in order fairly to be graded as tough, damp or wet—these are questions about the standards of moisture content about which there has been little investigation anywhere, and none in Canada upon a sufficient scale. The time has come when such investigations must be attempted.

All the facilities required for such investigations are now in the hands of the Department of Trade and Commerce. The grain is there, the moisture testers are there, in every inspection office there are men who can operate the tester, and as a chemical laboratory is now an established fact in Winnipeg. Without purchasing any further apparatus for some time, investigations can be commenced and conducted upon a large scale, and with some hope of results.



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The first thing to be done is to collect data upon the moisture content of the different grains, and in the different grades of each grain, wheat, oats, and flax. The moisture testers in the offices of the western division can each be used to test six cars of grain simultaneously, and this simultaneous test of six cars occupies less than an hour. There is no reason why sixty cars a day should not be tested at Winnipeg and at Fort William each. How many cars should be tested is a question that admits of no answer off hand. In investigating averages there is the rule that a sufficient number of experiments must be made to get away from individual variations, so that the series of experiments will be a lengthy one. There is no less the rule that if the series of experiments be prolonged indefinitely, variations will tend to reappear. Only the expert in charge of the investigations is competent to give an opinion as to when a sufficient number of experiments has been made.

When sampling the cars at Winnipeg for inspection purposes, the samplers should take not only the sample for inspection, but a second sample for moisture testing. This second sample should be put into a receptacle that would prevent the grain drying out. A ticket should be inserted with each sample, giving the car number, a duplicate, that is to say, of the ticket the samplers put in with the sample for inspection.

In tabulating the results of the tests, two ends must be kept in view. On the one hand, the tables should show accurately the districts in which the grain tested was grown, and on the other hand, the tables should show the results according to the grades given in the Inspection department.

The results as geographically tabled should be collaborated later with those conditions of soil and climate in the different districts that cause the grain to absorb moisture. In this particular phase of the work the chemist of the Trade and Commerce would be a collaborator rather than an investigator. Much information about climatic conditions is gathered by other departments or agencies, and the universities and agricultural colleges of the prairie provinces should have their attention called to the results of the tests, and the advisability of undertaking local investigations into the causes of the moisture in the grain.

The results classified according to grade would form the first set of data to be used by the chemist of the Trade and Commerce Department for his investigation for purposes of the administration of the Grain Act. When he had thus ascertained as exactly as possible the facts about the moisture content of the various grades of the different cereals as given by the moisture tests, he would be in a position to commence more intelligently the next part of the work.

But before sketching this, it is necessary to point out that while conducting the series of moisture tests the chemist in charge would, so to speak, test the testers themselves. Thus, for example, he should wire certain car numbers from Winnipeg to Fort William, and instruct the office at Fort William to test certain cars for moisture. These cars he would himself see tested in Winnipeg. By comparing the results he might ascertain whether the tester worked with a sufficient degree of accuracy to justify its use. Further, he would naturally test the machine by varying the degree of heat applied, from the minimum to the maximum, and observing the results, and he could probably devise other and better ways of testing the tester.

The next part of the investigation should be directed towards collecting data about the temperature of railway cars during the summer months. It is not likely that any railway company would object to any simple method of collecting information on the temperature of their empty cars, and special observations should be directed towards such cars loaded with grain as the Winnipeg samplers might find to be showing signs of heating. A similar series of observations should be made about the temperature in the bins of the terminal elevators during the summer months, and such observations should be applied to the holds of steamers and to eastern elevators. It does not seem that there should be any great difficulty in collecting data along this line, even though at first sight the work may appear to be large, for the work would be merely



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the readings of thermometers in cars, bins, and boats. At all events, it would seem to be necessary to ascertain accurately not only the moisture content of the grades of grain, but also the temperatures in which the grain is carried and stored.

A third line of observation would be no less indispensable, that is to say, observations on the behaviour of the grain in the terminal elevator bins. If accurate information were obtained about actual moisture content of the grain stored the temperature of the bins, and of the behaviour of the grain of known moisture content in these bins, it would not be difficult to draw conclusions of practical value about the percentage of moisture content that the grains would carry in car, or bin, or boat. What method of observing the behaviour of stored grain should be adopted is a question which the expert himself would have to answer. The different elevators would probably gladly co-operate in supplying all information at their disposal about the grain going out of condition, and at all events, they could be required by the Board of Grain Commissioners to supply such information to the Board.

Such questions as what effect blowing or elevating has on tough, damp or wet grain, in the way of reducing its moisture or preserving its condition, or what effect the mixing of dried grain with straight grain has upon the latter, or the mixing of tough grain with straight, all such matters would naturally arise before the chemist in the course of his investigations.

Work along this line is at the present moment being started in different points of the United States. The chemist of the Department of Trade and Commerce would naturally seek to keep in touch with such investigations and derive therefrom as much benefit as possible. Canada is not the only country that suffers from moisture content, and that needs the aid of expert research in the matter of inspection.

2. *Inspection of Flax for Dockage.*—The preceding pages have also illustrated the need for a reconsideration of the principles and methods of the Canadian inspection of flax for admixtures. The Department of Agriculture at Ottawa has done a considerable amount of work in collecting and grouping seeds found among Canadian cereals, and could probably supply the chemist of the Department of Trade and Commerce with a considerable amount of useful results. It should be a comparatively easy and inexpensive matter for the chemist to make a classified collection of the mixtures found in the Canadian flaxseed, and it should not be difficult for him to ascertain the oil-bearing value (not in the sense of price) of these admixtures. The inspectors of flax ought to know what is pure dirt, and what seeds have some value, though a value less than the flaxseed. The Inspection department should then consider whether in the inspection of flax they could adopt any method of estimating the percentages of these, that would not seriously interfere with the rapid handling of the crop.

*Wheat.*—The assistant chemist at Winnipeg, after the milling and baking apparatus is set up, ought to conduct an extensive series of tests on the milling and baking values of all the grades of Canadian wheat. This need not be elaborated.

*Conclusion.*—The chemist of the department should start the experiments in moisture testing at Winnipeg immediately. Without any further expenditures in Winnipeg he could have tested up to sixty cars a day, and he could arrange with the Fort William office to have another sixty cars a day tested there. He would not himself carry on the mechanical part of the testing. He would have an assistant in each inspection office to do that for him, but, he would see that the results were properly tabulated; and more especially he would test the moisture tester itself, and see that a sufficient number of tests were made to secure trustworthy results. It appears, further, that when he had this moisture testing work well under way, he could find time and opportunity to undertake the separation referred to in regard to the admixtures in flax, and his assistant would, under his direction, carry out the milling and baking tests of wheat.



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It may be stated that this view of the procedure which the chemist should adopt is open to the objection that it merely amounts to the carrying on of three extensive series of mechanical experiments, and that it ignores the profounder scientific problems about the constitution of the grains, which an expert chemist might be expected to investigate. In reply to this, one can only say that the data supplied by the series of experiments referred to would be valuable for purposes of administration of the Grain Act, and not only that, but that the experience and the results deriving from such experiments are absolutely necessary to the chemist before proceeding to the more profound research work that may be necessary.



## CHAPTER 3.

### METHODS OF TRADING.

#### *1. Reputation of Canadian Wheat.*

Not much is to be gained by comparing spring wheat with winter wheat, hard wheat with soft, or white wheat with red, with the object of showing that any one particular wheat is the best in the world. Amongst hard red spring wheats, however, the grain from the Canadian west is at all events amongst the first. It is not excelled by either the hard red spring varieties of Russia or Argentine Republic. Its standing in the British market is assured and its reputation has been enhanced by the crop of 1913.

#### *2. Price of the Wheat of the 1913 crop.*

The price offered for Canadian wheat of the crop of 1913 was very adversely affected by the enormous quantity pressed upon the market during the months immediately following the harvest. An inquirer cannot help raising the question whether Canada has not lost heavily by her method of selling grain. Crop estimates of an optimistic character, the publication of the large amounts daily inspected, the advertising of the financial difficulties of the moment, the method of trading which is almost that of public auctioning, and the concentration of all the energies of the country upon the rapid marketing of the crop, are conditions that must tend to "bear" the market. What prices would a merchant obtain for his stock if he (1) proclaimed that his financial position compelled him to sell immediately; (2) advertised that he had an enormous amount of it on hand; (3) and put his stock up to public auction? Yet Canada acted almost that way in regard to the crop of 1913.

The Russian Government made provision for enabling the Russian grain to be held back while the torrent from Canada poured into the market. It is probable that this action tended towards preventing a still lower price being offered for Canadian grain. Whether this was so or not, it would be instructive to ascertain how the experiment will work out in regard to the price of Russian wheat. A glance at the grain calendar of the United Kingdom is enough to suggest that it would be difficult for Russia to find a period in which the held-back wheat would not find competition in the British markets.

#### *3. Trading by Grade and Trading by Sample.*

*Domestic Trade.*—In only two of the great grain-growing countries of the world is grain traded in by certificate, namely, the United States and Canada. In the other grain-producing countries of the world, grain is bought and sold on sample. This holds good of the United Kingdom, all European countries, Australia, South Africa, Egypt, the Argentine Republic, and the Pacific States of the United States.

In the United States, grain is bought and sold by sample, as well as by certificate. In Canada east-grown grain is bought and sold on sample, and west-grown grain is bought and sold on certificate; and western Canada is the only part of the world in which sample trading is made impossible by legislation.

*International Trade.*—Grain imported into the United Kingdom from European countries, Australia, Africa, South America and the Pacific coast of the United States



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is bought on standard sample and London arbitration. At the beginning of the harvest, standard samples of the new grain are made up, and upon these samples the grain is sold in the foreign market. In some cases the standard samples are made up by the exporting countries, in others they are made up by the London Corn Trade Association. In all these cases any question as to whether the cargo delivered is up to the standard sample is decided by the London Corn Trade Association.

The London Corn Trade Association arbitrates not only for the trade in the United Kingdom, but for that in European countries and for Argentine corn imported into the United States also. The amount of arbitration done in London is therefore large. The arbitrators are grain merchants of recognized ability and integrity. There is a scale of fees for arbitrations and appeals. A percentage of the fees goes to the Corn Trade Association and the remainder is divided up among those who act. A large amount of money is annually disbursed for arbitrations and appeals.

In some cases the two arbitrators selected by the two parties to the contract agree; in others, they differ, and when this happens, a third arbitrator is chosen who is virtually an umpire. There is a Board of Appeals, and if either party to the contract is dissatisfied with the arbitration, there is an appeal from the verdict to the Board of Appeals.

In all the important grain markets of the United Kingdom there are facilities for sample trading. In London these facilities are in Mark Lane, where samples from every grain exporting country in the world, including Canada and the United States, are set out, and purchases are made on the samples independent of the grading. In Mark Lane a visitor can see samples of Canadian graded grain, and can see millers picking out the lots that suit them. Similar facilities are provided in Bristol, Liverpool, Glasgow and elsewhere.

It is only grain from Canada and the United States east of the Rockies that is bought upon certificate, and even Canadian and United States grain, though bought by dealers on certificate, is sold by sample in the sample markets of Britain to some extent.

When a miller, therefore, argues, as some of the British millers do, that trading on certificate is exceptional, while trading on sample is practically universal in grain-growing countries, there is a considerable body of fact in the argument. And when he proceeds to argue, as he frequently does, that trading on certificate is artificial, that it involves difficulties both in defining the grades and in securing efficient inspection, and that it cuts off from him the possibility of redress in case a lot delivered upon certificate is not up to grade, since the certificate is final, and since the practical difficulties of appealing to the survey boards of the countries exporting the lot render it useless or unprofitable for him to make such an appeal, there is a good deal to be said from his point of view. At all events, some of the British millers, and some of the British dealers in grain, advocate purchase by sample rather than by grades, and believe that seller and buyer would obtain a fair and honest verdict from the London arbitrators and the Appeal Board of the London Corn Trade Association.

#### *4. Canadian and American Certificates.*

It is sometimes said that the Canadian certificates are the best in the world. While not insensible to the compliment involved, candour necessitates pointing out that the world referred to only means Canada and the United States. Candour no less necessitates the observation that no comparison of Canadian and United States certificates is just which does not state that while there are, properly speaking, Canadian certificates, there are no United States certificates. The Canadian inspection system is federal; in the United States inspection is the right of the separate states



or of the Boards of Trade or of the Produce Exchanges. There is, therefore, in the United States a lack of uniformity in the standards, and of unity in the administration, which causes trouble, a lack not found in the federal system of Canada. It should be further observed that the reputation of the different inspection certificates of the United States varies considerably. Those of Illinois and Minnesota (Chicago and Duluth) stand highest; apparently those of the Gulf ports lowest; and the others are arranged in a hierarchy of repute between.

The Illinois and Minnesota certificates appear to stand just as high as the Canadian certificates. Neither of them, however, stands higher than those of Canada, and the confidence of the traders of the United Kingdom in the Canadian inspection certificates is an asset of value. When the trading is done on certificate, and when the buyer has little confidence in the certificate and yet has no redress, he naturally protects himself in the price offered. Trading by standard sample and London arbitration would appear to be in the interest of the producer, where confidence in the certificate is lacking.

It is asserted by some that Board of Trade and local inspection systems tend to the belief that a rigorous inspection would injure port or local business. This is one of the reasons given of the alleged laxity in some of the port inspections of the United States, and it is also occasionally given with respect to the Montreal Board of Trade inspections of American corn and barley. In view of the extent of sample trading, both domestic and international, it would be absurd to say that either British millers or British buyers of grain are opposed to sample trading either in the domestic or international field. So far as Canadian grain is concerned, some of them, including both millers and dealers in grain, prefer sample trading to trading on certificate; others, perhaps the majority, prefer trading upon certificate. As to whether Canada should establish sample markets for western grain in her own domestic markets, this is a matter of domestic rather than international concern. The British buyers and millers would only be affected if sample trading in Canada lowered the standards of the grades, or led to a lax inspection, or resulted in lowering the grades of the lots of grain delivered in Great Britain upon certificate. So long as the grain delivered in the United Kingdom from Canada is up to the grade of the certificate, so long British buyers and millers are not affected.

It is obvious that no country exports grain unless it produces a surplus over and above what it can profitably mill for its own or export consumption. In this respect Canada occupies a position similar to that of all other grain exporting countries, and the domestic price of grain in every exporting country is closely related to the price obtained for the exported surplus. Australia, the Argentine Republic, Russia, and several other exporting countries are, in the matter of prices, as profoundly affected by the price obtained for their exported surplus as Canada, yet the countries named have no grading system, and do their trading, both domestic and international, upon sample only. If trading by certificate is an indispensable method of obtaining the highest price in the international market, such countries must be losing heavily. It would be difficult to demonstrate, however, that the countries that trade on sample in both domestic and international markets, really suffer so far as the price obtained for their product is concerned, in comparison with Canada. Australia obtains a good price for her wheat without any such grading system. Whether Australian wheat would command a higher price in the United Kingdom if sold on certificate would be as difficult to show, as it would be to demonstrate that Canadian grain would obtain a smaller price if sold upon sample. Such questions as these are very complex and do not admit of any short and decisive answer. The world factors that enter into the price of grain are very numerous, very difficult to analyse, and so complicated that short and easy answers to them are only possible to those confident minds that ignore economic considerations. The most experienced grain men and millers of the United Kingdom differ on the relative merits of trading by grade and trading by sample. Much can be said upon both sides. As stated, some of the grain dealers believe in



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trading on sample and London arbitration, others in trading by grade, and the same trite observation holds good of the millers. It should not be forgotten that few, if any, of the British millers buy direct from the exporting countries. Most of them buy from grain dealers in the United Kingdom. The latter, in turn, buy from the exporting countries. Some of the grain dealers regard trading by certificate as simpler and less troublesome than trading by sample. They buy paper and when they sell paper, if their client is dissatisfied with the grain delivered, he must accept the certificate. Grain dealers, therefore, might be expected to prefer trading by certificate; and, on the other hand, it is not unnatural that millers sometimes express a preference for trading by sample, since under such a system they could appeal to arbitration in case they were dissatisfied with the grain delivered.

*5. Prices of Australian and Canadian Wheat.*

Australian wheat sells at a higher price than the Canadian wheat in the British market. If an explanation of this fact is sought it can hardly be found in the method of trading. Australian wheat is sold upon sample, Canadian wheat upon Government certificate of grade. If the method of trading were a main factor in determining the price of wheat, the fact that Australian wheat is sold higher than Canadian wheat might demonstrate the superiority of trading by sample. But the method of trading is not among the important factors determining the price of grain, and the only inference permissible from the higher price of Australian wheat is that trading by sample need present no serious obstacle in the way of obtaining the market value of the product.

Nor does the higher price of Australian wheat demonstrate its superiority to Canadian wheat. As a matter of fact, the prices are determined by, amongst other things, the relative values of the different wheats for the purpose of the British blends, the need of the British and European millers for the different wheats, by the supplies available, and by the available supplies of competing wheats of similar qualities.

*6. Shipments of grain from Canadian ports as compared to shipments from United States ports.*

In comparing Canadian and United States channels for Canadian grain, whether Canadian elevators and ports, as against United States elevators and ports, from the point of view of the British importer, a distinction must be drawn between Canadian and United States ocean ports in the matter of ocean tonnage. Whether it is due to the different volumes of trade of the two countries, or the different rates of marine insurance, there is no doubt that, in the matter of ocean tonnage, the United States ports have an advantage over those of Canada, and because of this it is difficult for British importers of Canadian grain to give a preference to grain shipped through Canadian ports.

Even under existing transportation conditions there is no doubt, however, that some British importers prefer grain shipped through Canadian channels. On the other hand, there is equally no doubt that some cargoes of grain shipped through Canadian channels have gone out of condition, and that some British buyers have little fault to find with shipments from United States. No British buyer interviewed expressed a preference for cargoes of Canadian grain shipped through United States ports, except in so far as these offered more ocean tonnage and better ocean rates. Were ocean transportation conditions more equal Canadian grain channels would undoubtedly tend to be preferred.

*7. The Liverpool Option Market.*

There is an option market at Liverpool in connection with which there are certain wheats recognized as tenderable. For the purposes of this market there is a Liverpool Inspection department, under which a grading committee grades the grain according to standards set by the Liverpool Association.



The wheats that are tenderable are:—

*American Red Wheat.*

Spring wheat, if of the type known as Manitoba, basis of weight 60 pounds. If of the type known as Northern (grown in the United States), basis of weight 59 pounds. Any other type of spring wheat, basis of weight, 60 pounds.

Soft Winter wheat, free from garlic, basis of weight, 61 pounds.

Hard Winter wheat, basis of weight, 60½ pounds.

*Argentine Wheat.*

Rosario, Santa Fe type, basis of weight, 59½ pounds.

Bahia Blanca type, basis of weight, 60½ pounds.

*Australian Wheat.*

Victorian, South Australian, New South Wales, basis of weight, 60½ pounds.

Canadian wheat is thus tenderable on the Liverpool option market. Naturally the dealer will tender upon his contract the tenderable wheat that is at that time cheapest. An enquirer into the price of Canadian wheat in Liverpool, therefore, might conclude that if Canadian wheat were tendered to a large extent upon the Liverpool option market this would prove that the Canadian wheat was cheaper than other tenderable wheats at the time of trading. He might therefore argue that if, as a matter of fact, Canadian wheat is not frequently tendered on the Liverpool option, Canadian wheat sells at a favourable price as a rule. Having reached this conclusion, the observer would then naturally ask for statistics, with the object of showing that as Canadian wheat was not frequently tendered upon the Liverpool option, its price must usually be higher than that of other tenderable wheats. When, however, he examines the wheat statistics, he may be disappointed at finding that the statistics given him are for American wheat; or, in other words, that the statistics given him do not distinguish between wheat grown in the United States and wheat grown in Canada. At all events, he will find that American wheat, that is, wheat including both United States and Canada, is not tendered apparently to the same volume as is the Argentine wheat. But, whatever value this proof of the high price of Canadian wheat may possess, it would appear to possess in common, so far as statistics go, with the wheat from the United States. Further, the statistics given may indicate that Australian wheat appears to be less frequently tendered than either Argentine or American wheat, so that the observer would probably conclude once more that it is an exceedingly difficult matter to analyse all the factors determining prices of grain in the international market, and quite a difficult matter to demonstrate what method of trading secures the highest price.

In connection with the inspection system in Liverpool for the option market, it is not without interest to learn that as far as legislation goes, this market is very free, and that, for example, mixing of grades, with the object of bringing grades up to the standards of the grading committee, is permitted, and is, to some extent, carried on in Liverpool.

*8. Sampling by Canadian Officials in British Ports.*

A suggestion was made to the Board of Grain Commissionners a year ago to the effect that Canadian officials should be placed at British ports for the purpose of taking samples of arriving cargoes of Canadian grain, whether shipped from Canadian or United States ports.

If this suggestion were acted upon, it would involve a not inconsiderable expenditure upon a revenue already heavily taxed, and the question arises whether such



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expenditure is necessary or justifiable. Had such officials been at work during the last two years, there is no doubt that their work would have confirmed many of the complaints made by the British importers about the condition of oats and the admixtures in flax. But with regard to the grading of Canadian grain, apart from these two complaints, there is very little ground for believing that such work would have discovered any real information. Complaints about grading, apart from condition and admixtures, are so few that one may fairly doubt the wisdom of spending money in the way suggested. Further, it is probable that the London Corn Trade Association, which already has a system of securing samples of arriving cargoes, might co-operate in the taking of samples of cargoes of Canadian grain, should such be deemed advisable. It is very doubtful, however, whether the proper place for such sampling is the United Kingdom. So far as Canadian grain channels are concerned, samples could be taken much more easily when the grain is being loaded into the ocean vessels at Canadian ports. The Board of Grain Commissioners has already arranged to have such samples taken at the port of St. John, and it would be an easy matter to arrange to have such samples taken during the season of navigation at the more important port of Montreal.



## CHAPTER 4

## SUMMARY OF CHANGES SUGGESTED.

*1. Grade Definitions.*

(a) Subdivision of Nos. 1 and 2 Northern Manitoba wheat, each into choice No. 1 and No. 1, and choice No. 2 and No. 2.

(b) Closer definition of No. 3.

(c) The standardization of the commercial grades.

(d) The embodiment of moisture percentages in the various grade definitions.

So far as changes in the definitions of Nos. 1, 2 and 3 Northern Manitoba wheat are concerned, the desirability of the changes suggested can hardly be regarded as proven, and the case for the inclusion of moisture percentages in the definitions of the various grades of wheat and oats is weaker still. Very thorough investigation is necessary before such changes should be recommended.

With regard to the standardization of the commercial grades, this has already been under investigation. The London and Liverpool Corn Trade Associations applied to the Board of Grain Commissioners some months ago to have this done. The Board appointed a committee of expert grain men to prepare possible definitions of the commercial grades. These definitions were submitted to the London Corn Trade Association for consideration. Upon receipt of their criticisms, the matter was in shape to be submitted to the Standards Board, the body that, under the Grain Act, has jurisdiction over commercial grades. The Standards Board adopted the following resolution:—

Whereas commercial standards were made for the express purpose of enabling the producer who may have been unfortunate enough to raise grain which could not be graded under the regular grades, to market his crop;

And whereas, the commercial standards, as fixed in the past, have enabled that portion of the crop which suffered from unfavourable climatic conditions to be sold more nearly at its milling value than it otherwise would have been;

And whereas, this Standards Board has for many years made standards which enabled the crop to be handled rapidly to the satisfaction of both the producer and the handler;

And whereas, owing to the varying climatic conditions under which the grain crop of Western Canada is grown and harvested, no advance printed description of the commercial grades is possible.

Therefore be it resolved, that, in the opinion of this Standards Board, it is in the best interests of Western Canada to continue the method of making the standards for the commercial grades which worked so satisfactorily in the past.

A copy of this resolution was forwarded to the Liverpool and London Corn Trade Associations.

*2. Grade Certificates.*

(a) A limitation of the quantity of flax for which an original western division certificate should be issued.



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(b) A limitation of the time for which original certificates upon any cereal should be tenderable. This would mean a re-inspection when the time limit expired.

These two suggestions are now submitted for the first time to the Board of Grain Commissioners.

*3. Seaboard Inspection.*

- (a) On condition alone.
- (b) Or on grade as well as condition.
- (c) At all Atlantic ports.
- (d) By the Dominion Government

It is noteworthy that British buyers would either limit seaboard inspection to condition, or buy Canadian grain upon seaboard inspection certificate plus western inspection certificate if seaboard inspection upon grade were established. So long as they purchase Canadian wheat upon certificate, so long will they insist upon western inspection certificates whether seaboard inspection is established or not.

*4. Abolition of Certificate Final and Trading upon Standard Sample and London Arbitration.*

The British traders who advocate this change do not appear to realize that the domestic grain business of Canada, so far as Western grain is concerned, is done upon certificate, and that, indeed, certificate final is the very foundation of the domestic grain trade of Canada. In other words, the British traders who advocate this change do not appear to realize how revolutionary the change is, not merely as regards the export grain trade of Canada, but also as regards her own internal grain trade.

With regard to all these suggested changes, it is both fair, relevant and accurate to say that none of these proposed changes have been discussed generally by the British Grain Trade Associations. They are not so much either the demands or the requests of the British grain trade, as suggestions of individuals or groups within the British grain trade, and it is not unfair and inaccurate to say that the arguments for some of these far-reaching changes are not based upon sufficient evidence.



## SUPPLEMENT

## REPORT OF A CONFERENCE WITH THE LONDON CORN TRADE ASSOCIATION

At the offices of the London Corn Trade Association on Thursday afternoon, January 8th a conference was held with Mr. Robert Magill, M.A., Ph.D., the Chief Commissioner of the Board of Grain Commissioners at Fort William, under the presidency of Mr. Henry J. Strawson, when the following gentlemen were present:—Mr. J. H. Mullins, Mr. Robt. A. Patterson, Mr. A. J. L. Payne, Mr. R. Reid, Mr. B. H. Smith and Mr. H. L. Webb, representing the London Corn Trade Association; Mr. R. A. Love, representing the Liverpool Corn Trade Association, Ltd.; Mr. H. V. Barnard and Mr. H. W. K. Wait, representing the Bristol Corn Trade Association; Mr. J. M. Wares, representing the Hull Corn Trade Association, Ltd.; Mr. James Begg, representing the Glasgow and Leith Associations; and Mr. A. E. Humphries and Mr. W. A. Vernon, representing the National Association of British and Irish Millers.

Mr. H. J. STRAWSON, President of the London Corn Trade Association, in opening the Conference said: Knowing that the Honourable G. E. Foster was in London, I wrote to him and invited him to come and attend this conference to-day, and I would like to read you the reply which I received this morning.

Dear Mr. Strawson, I thank you very much for your kind invitation to lunch to-morrow at 12.40 o'clock and be present at the conference thereafter.

I regret very much that owing to engagements previously made it will be impossible for me to be with you. Dr. Magill, will, however, be present, and I shall be able to learn from him what passes.

I shall also be able to meet you and talk over some matters in connection with to-morrow's conference before I leave for home, which will not be before the latter part of the month.

Thanking you again and with kind regards,

Yours very truly,

GEO. E. FOSTER.

We are all very sorry that the Hon. Geo. E. Foster is unable to be here, but I think it will be a matter of satisfaction to us all to know that he will see us, or some of us, before he leaves London. Dr. Magill, chief grain commissioner at Fort William, has kindly come here to-day, and I trust that he will be able to reassure us as to several points. I hope also that he will hear much to interest him and much that will help him towards the ideal which we are all desirous of attaining, i.e., that any holder of a Dominion certificate shall feel that he is sure to receive the face value of that certificate in grain, just as the holder of a Bank of England note is certain that he will get gold for its face value. That, briefly, is the reason of our meeting to-day. Well, gentlemen, will you ask Dr. Magill to answer questions on any subject you may wish him to speak about, but please do not all speak at once. (Laughter.)

Mr. VERNON: I would suggest that Dr. Magill would say a few words on the subject himself, giving us particulars as to how the goods are handled now, and meeting any objections he has had before with regard to the grain coming from the inland ports to the seaboard and not being of the same description. We all know that we have received wheat and oats and other goods which were not in accordance with the certificates, and perhaps Dr. Magill will be able to indicate the causes. What Court of Appeal could we go to get redress?



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Dr. MAGILL: Mr. Chairman and Gentlemen,—Perhaps I may say that I am on holiday. I have not been sent by the Canadian Government, and I cannot pretend to speak officially. I should like to hear your views, and if there are any suggestions you wish to put before the Board of Grain Commissioners, it will give me pleasure to bring them before the Board. The particular point raised by Mr. Vernon is about Canadian grain going through our eastern elevators. I do not need to remind you that western grain is not inspected at the Atlantic seaboard, the inspection ceases at Fort William and Port Arthur, and hence these are the only terminal points at present recognized by the Canadian Grain law. I need hardly remind you that east-going grain is inspected first at Winnipeg. All grain coming from the west is inspected at that point, and before the grain goes into store at Fort William and Port Arthur, if the shipper of the grain asks for a reinspection we give it free of charge. We grade and weigh the grain into the terminal elevators. We supervise the elevators (and I wish to emphasize this point), we grade and weigh the grain out of the elevators. This inspection out of the terminal elevators is the important one from your point of view, and the Canadian Government has spent a great deal of money towards making it as careful as possible. Three samples are taken of each lot of grain as it is loaded out into the steamers. There is the sampler on the steamer, who samples the grain as it runs from the spout. There is a sampler in the tunnel of the elevator, who samples the grain on the belt, and there is an inspector on the floor of the elevator, also sampling and inspecting the grain. Three independent samples are thus taken, and these samples are taken to the inspection office, carefully examined and preserved. The grain then goes to the seaboard through either American or Canadian ports and elevators. I cannot speak about the elevators in the U.S.A. We have no jurisdiction over them, and I must decline to express any opinion upon them one way or other. Our grain goes through them in bond, and is in the hands of the Customs officials of the U.S.A. Just here I desire to point out a difference between Duluth and other U.S.A. ports. We have an inspector at Duluth, and at no other port in the U.S.A., and the reason is that Duluth is a shipping port for some of our grain where the grain is shipped into steamers out of the bonded elevator, and where, consequently, we keep an inspector to grade the grain on to the steamer. In this respect Duluth is like Fort William and Port Arthur, and it is very different from all other ports in the U.S.A. Coming now to our Canadian Atlantic ports, I want you to bear in mind that the elevators in Montreal are owned and operated by either the Montreal Harbour Commissioners or by a transportation company which does not deal in grain, that the elevator at Halifax is owned and operated by the Dominion Government, and that the elevators at St. John are owned and operated by either the Dominion Government or the Canadian Pacific Railway Company. So far, therefore, as our elevators on the Atlantic seaboard are concerned, not one of them is owned or operated by any party or company interested in grain. Neither the Canadian Government, nor the Montreal Harbour Commissioners, nor the great railway companies would interfere in the slightest with the grain going through their elevators. Coming now to our elevators on the great lakes, Port Colborne, is owned and operated by the Dominion Government; Port McNicoll by the C.P.R.; two or three others by transportation companies; and the remainder are operated by parties who buy and sell grain. It is to these latter, I understand, that suspicion appears to be directed. But observe that all these elevators are under our jurisdiction. They are each licensed every year. Some of them only handle their own grain, yet even these must observe the law. Even these must take out a license, and are subject to control, and all of them must put the grain out as they receive it in. All of them must give you the details, the ship, the hold and hatch or car out of which they get the grain, with all the details necessary to enable the identity of the grain to be traced. The grain going through our eastern elevators, therefore, is protected from interference by the elevators, firstly because so many of the operators



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of the elevators have no interest in interfering with it, secondly, because these elevators are only bits of transportation machinery, thirdly because all of them are subject to State supervision, and fourthly because it is possible to trace the identity of the grade through them. I have no desire to lecture you or give you any advice, but I do wish to put this request before you. I think that before you ask the Government of Canada to change the Canadian system of handling grain you should fulfil two conditions. First of all, the proposed changes should be considered by all your grain associations and by all sections of the trade here, and secondly you should give us some proof that the proposed changes is necessary or desirable. I do not think that purely individual suggestions, or fads or hobbies, or the suggestion of a mere clique or section should be sent forward from London or the United Kingdom to Canada, and I do not think you should proceed upon anything other than actual facts. We want to satisfy you that we are doing our best to protect the certificate, and we are prepared to meet you half way in anything that will improve our system, but our certificates are the basis of our whole system of handling grain. They are the basis of sorting and selling, of transporting and financing the grain. Our farmers sell upon grade, our men in Winnipeg, Toronto and Montreal deal upon grade, our millers buy upon grade. We mill annually between 60 and 70 million bushels of wheat. Our eastern mills buy upon certificate final just as you do. The certificate, in a word, is fundamental with us, and would remain so even though we exported no grain whatever, and you people here are not more interested in the efficiency of our inspection than our own people are. If you attack our system or propose to change it radically, we shall give you a good hearing, but surely we have a right to ask you for evidence, for official samples of the lots that you consider to be below certificate. We have a right to ask you whether you have actually been receiving lots of Canadian grain below our certificate to an extent that cannot be fairly accounted for by accident. Mr. Chairman and Gentlemen, I have already talked too long, and I have to thank you very much for your patience and courtesy.

Mr. REID: It is not the actual wheat which is put into the elevator at Fort William which is necessarily shipped at Montreal or St. John. It is No. 1 Northern or No. 2 Northern, but it is not that particular bulk of wheat.

Dr. MAGILL: It means that it is the identity of the grade that is guaranteed by the Canadian law. They all buy upon grade. They do not buy a particular lot of No. 1.

Mr. REID: I was referring to the point you raised about tracing it. The trouble is to know whether there has been a poor lot shipped for a good lot.

Dr. MAGILL: As a rule, unless there is a tremendous rush of grain to their houses, they are perfectly willing to guarantee you the identity of your lot. Under legislation they are only compelled to guarantee you the grade.

Mr. VERNON: When the wheat has had the certificate from Western points and it comes to any of these other ports, the question is whether they have to give out the exact amount of each grade they receive, No. 1 or No. 2? The reason I am speaking of this is that, knowing the wheat trade so well, and the amount of grading that can be done in a silo, it might be that one lot from the bottom of a silo would be a different quality than was got out half-way down the silo. If they give exactly the same amount out at the terminal they might in that case give a very much inferior grade to what they put in at the Western point.

Mr. HUMPHRIES: Those who operate the silos know that the light grain comes out last. I therefore repeat Mr. Vernon's words.

Mr. VERNON: If they pass it into a very large tank at Fort William or Port Arthur, when that comes out again they give the certificate for the grade.

Dr. MAGILL: I do not understand that the eastern elevators give any certificate for grade at all.



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Mr. VERNON: Suppose 10,000 quarters goes into one bin at Fort William and they give 10,000 quarters out without re-inspecting?

Dr. MAGILL: Every bushel of grain coming out at the terminal point is fully reinspected.

Mr. VERNON: Yes, that is my point. Does it tally with the amount that goes in?

Dr. MAGILL: No.

Mr. VERNON: If 10,000 quarters go in, do 10,000 quarters come out?

Dr. MAGILL: It would, but for certain allowances that are made. For every carload, one bushel is presented to the elevator. Suppose you send down 1,000 bushels of wheat to one of our terminal elevators, you are not paid for the 1,000 bushels, you are paid for the 1,000 bushels minus one bushel. There is also a question of dockage. Suppose the dockage is over 5 per cent. All the dockage they get out of the wheat less than 5 per cent is their own profit. They get that in return for cleaning the grain. The dirt may be seeds or broken wheat or anything else. Suppose the dockage is less than 5 per cent, the elevator has to clean that out but it is given that in return for the cleaning. It gets no other payment. It is to the elevator's interest to clean it properly. Whether they clean it sufficiently or not I do not say. There are certain difficulties in cleaning it. Suppose they have removed 10 per cent of stuff from the car, then if in that 10 per cent of stuff they find any grain of value they have to compensate the owner for that amount. The total amount of No. 1 or No. 2 which will come out of the elevator ought to be the same as goes in, making allowance for these factors. Our own clerical staff estimate the amount of surplus they ought to have. In the month of August we take charge of every terminal elevator. We weigh every bushel and grade every bushel. We can place in your hands the total amount of surplus each elevator has. They cannot sell one bushel of it until we give them permission. I do not think it is realized here that in the terminal elevator business the Dominion Government is very autocratic.

Mr. BEGG: I understand that the result of that supervision practically makes it useless for trying to monkey?

Dr. MAGILL: Yes, exactly.

Mr. PATTERSON: The point that has arisen here is the question what happens to the grain after it leaves your terminal point and you have given us a lot of information as to who owns these elevators at these points. Buying on a certificate we buy a certificate of Fort William, and you now tell us we cannot look for the grain we have got from Fort William. The point of view of the buyer on this side is not who the owner may be, but that some person between the time the grain leaves you and reaches us, possibly some private person, may have an opportunity of handling that grain in some way. The real root of the whole difficulty is that it is going through some elevator which you say has no interest in doing it, that it will be able to give us that wheat passing out without any supervision of any sort or kind.

Dr. MAGILL: I think you get what you buy. You do not buy a particular lot. Your representatives go into the Winnipeg Grain Exchange and buy No. 1, No. 2 or No. 3, but I have never known a case where your representatives go and examine certain cars and insist that those cars should go on certificate.

Mr. PATTERSON: I do not suggest that, sir. We want the wheat that we have got certificated.

Dr. MAGILL: And you are entitled to get it. You buy the grade, don't you? I agree you are entitled to get the grade. Will you agree that in elevators operated by bodies like the Harbour Commissioners of Montreal, or the Canadian Pacific Railway, or the Canadian Government, you stand in no danger of having your wheat interfered with?



Mr. PATTERSON: We should hope not.

Dr. MAGILL: If you get No. 2 wheat on a No. 1 certificate, why cannot you give us a sample of it?

Mr. WEBB: The grain when it arrives here goes off to a number of mills in small quantities. It is not sampled on arrival. It is too late to take any samples, because it is already in the mill.

Mr. VERNON: Can they have their own inspection?

Dr. MAGILL: Yes. You can send your sampler to Fort William or Port Arthur.

Mr. VERNON: And can you reject it on the spot?

Dr. MAGILL: Yes, on the spot, if the obligation is confirmed by the inspector.

Mr. VERNON: Taking it from the western elevator into the terminal elevator. You say they are allowed a certain amount of screening, etc. If they have to give out the same amount as they get in then they have an interest. It is undeniable that we do get irregular samples on this side. I am seeking to find where this irregularity occurs.

Dr. MAGILL: Our whole machinery of inspection is directed towards the grain as it comes out.

Mr. VERNON: Is it inspected as it goes in?

Dr. MAGILL: Yes. Every car is sampled at Winnipeg. The inspection sheets are sent down every afternoon. They reach us before the grain comes. Our inspectors take those sheets and go out to the cars to meet them. The export certificate is not written then. As the grain comes out it is inspected all over again as if it had never been inspected before. We have a complete system of Dominion Government inspection of the grain going out.

Mr. PAYNE: If the Fort William elevator shows that they have taken in 2,000,000 bushels of No. 1 Manitoba during a certain month they have to show that they have given 2,000,000 out, have they not?

Dr. MAGILL: Yes.

Mr. PAYNE: Mr. Vernon thinks they can put out more grain than they have actually taken in.

Mr. VERNON: No, no, that is not my point.

Mr. PAYNE: Do you say, Mr. Vernon, that if they take in 1,000,000 bushels of No. 1, that they cannot put out 1,000,000 bushels?

Mr. VERNON: No. They can't.

Dr. MAGILL: We have collected a great deal of information about terminal elevators. I doubt your statement. If you take a bin, and if you put into that bin 50,000 bushels, that bin ought to turn out the same amount.

Mr. HUMPHRIES: As things stand, Mr. Vernon's point is undoubtedly right.

Dr. MAGILL: Suppose you took No. 1 Manitoba wheat and handpicked it, you could pick the berries that are good, and those that are not, and the dirt as well. Have you any right to expect the delivery of the first class berries without any admixture?

Mr. VERNON: It still remains that we do get irregular lots delivered here.

Dr. MAGILL: We have tried to find out. We have written to men on this side to give us actual facts on the matter; of the complaints that we have heard of, over 90 per cent have not been in connection with the Canadian elevators. Are you getting lots of grain from Canadian ports that are not up to certificate in such a number that they cannot be accounted for fairly by accident?

A chorus of voices: No.



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Dr. MAGILL: When you complain to us, please keep us to our own territory. We cannot do anything under the Stars and Stripes. Do you get grain from the Canadian ports not up to grade to such an extent that they cannot be fairly accounted for by accident?

Mr. VERNON: I do not think we do.

Mr. MAGILL: Do you get many such lots?

Mr. VERNON: We do not take samples and complain, because, as a rule, we say, certificate final. If you ask us every time to take samples when we make complaints, probably you would get some thousands during the next year.

Mr. SMITH: One point I would like to raise, and that is deterioration of grain from the point of inspection. You said that from the terminal points there was no inspection. I must say that from the Canadian ports the deliveries have been far better than from the American, but still we have had cause for complaint as to the condition of the Canadian grain. It has reached London in many cases heated and with a bad smell on it. We bought some oats at the end of August. We were tendered a certificate dated Fort William, 12th May, endorsed on it is that it was certified on reaching Fort Colborne on the 1st of June. It reached Montreal on the 23rd August. It reached us on the 16th September. That grain was out of condition, badly out of condition, and in our opinion it did not go out of condition on the voyage. Is there any way of stopping our getting that?

Mr. PATTERSON: The wording of the certificate says "out of the so and so" all the way through. There is an identity preserved and signed by the Harbour Commissioners. How we get these things is what we want to know.

Mr. PAYNE: The words "out of" do not appear on the certificate at all.

Mr. PATTERSON: Yes, they do. Our great point has been all the way through, identity preserved.

Dr. MAGILL: The Canada Grain Act does not provide for it.

Mr. HUMPHRIES: I understand there is no grading at Fort Colborne.

Mr. PATTERSON: You have a buyer in this country who buys a load of wheat. He pays his money in exchange for a certificate for No. 1 Northern wheat. He is paying his money for the load he got at Fort William. It is never inspected after it leaves Fort William at all. Very well, then, unless the identity is in some way preserved, how is anybody to know he is going to get the same thing if it passes through an intermediate port, which is not under the Canadian Government at all?

Dr. MAGILL: These elevators are licensed. They are bound to give you the hold of the ship, the number of the bin, and we can follow that grain to Montreal and see what they have got in and what they put out, on your paper.

Mr. PATTERSON: The original reason in asking you here to-day was owing to the report from Mr. Payne that there might be some tampering of the grain, and that the Canadian Government might be prepared to meet the situation. How can the matter be met? Mr. Payne has suggested that it should be done by means of a reinspection.

Mr. PAYNE: In your opinion, Dr. Magill, would the Canadian Government, if requested by this and kindred associations of Great Britain, amend The Canadian Grain Act for appointing inspectors at the seaboard of Canada and the U.S.A. ports, would there be any difficulty in getting that done? We want the Fort William inspection to be reinspected at the seaboard, so that the certificate of original Fort William certificate can be endorsed by the seaboard inspector at the seaboard. I have no doubt that the shippers will make some difficulty about it. Would there be any difficulty in getting that passed? With regard to the American ports and the ports like Buffalo, etc., would the Canadian Government apply to the U.S.A. for permission to appoint inspectors in American for regrading Canadian grain. The As-



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sistant Secretary informed me at Washington that he did not see there would be any objection to it if it came from you. I also discussed it with other people, and they told me they did not think there would be any objection to it at all. Do you think that if we were to adopt that plan the Canadian Government would get our request granted?

Mr. PATTERSON: Would it be a wise and feasible thing to do?

Dr. MAGILL: Do you really want reinspection at the seaboard?

Mr. PAYNE: We want to be certain as to the condition of our stuff.

Dr. MAGILL: I think the very first question I should ask you is—Do you really want reinspection?

Mr. PATTERSON: We are asking for information.

Dr. MAGILL: If we place inspection officers at Montreal, St. John and Halifax, they will be far from the headquarters. The grain export houses at New York, and elsewhere will buy our western grain on a western certificate. They will have the grain moved down to the east. They can burn the western certificate under the law, we cannot prevent them. Would you be better off, do you think, if we protect the inspection at the terminal point and protect it on the way to the Atlantic steamer, is that not what you want?

Mr. WEBB said that apparently Mr. Payne had not concrete cases before him.

Dr. MAGILL: We are under very special instructions to devise ways and means to secure a smooth working of the business. If you ask us to create reinspection, I think you are asking for something that you do not at present realize the full result of.

Mr. PATTERSON: We are not asking for anything. We have taken the opportunity of asking you to be good enough to give us your advice and assistance.

Dr. MAGILL: With regard to U.S. ports and paying officials at those ports, it presents one hundred and one difficulties. The U.S. Government have very little to do with the matter. We would need to ask the different grain exchanges to give our inspectors the authority. Apart from this, the U.S. is a great competitor to us. They are getting a very large portion of our business. We cannot help that just now. We are only eight millions against eighty. I do not know whether I can make you gentlemen realize that the Canadian people do not desire to be Americanized. We could handle all the grain through our own ports if we had the ships. Would it not be a foolish thing for the Canadian Government to spend money in order to encourage Canadian grain to go through foreign ports?

Mr. LOVE: As regards monkeying, which has been mentioned here this afternoon. As far as Liverpool is concerned we have not had that experience. We, individually, handle a very large amount of Canadian wheat. I may say that, take it all through, we practically never have a complaint. Looking back on the board for the last four or five years the only complaints we have had have only been one or two in number, and these have been mostly in regard to the lower grades. I have said the millers, come and let us look at the arrival with the standard and I have I can say, practically never found that that arrival has been worse than the standard. Variations then are bound to take place. If Mr. Vernon has said one gets the bottom of the bin, taking one with the other, we, as very large distributors and graders in Liverpool, I think can say that as far as the wheat certificating is concerned, we are satisfied. We have not found any very serious complaint. Mistakes will occur, but apparently the one thing that is necessary for the Dominion Government to put every obstacle in the way of is "fraud," or any "monkeying" in the outside elevators.

Mr. PAYNE: You have been altogether misled and misinformed in Liverpool.



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Mr. LOVE: It is to the advantage of every merchant to buy the wheat at the lowest possible price if the wheat is reasonably good, and therefore I do think it would require the most serious consideration before we thought of changing the present method.

Mr. BEGGS In speaking of our Associations, I do not think I have ever known of any lot of Canadian wheat carrying a Dominion certificate which has not been up to the standard, but I have not known any case or any miller who has ever asserted that he got wheat which, in his opinion, was not of the grade it was represented to be. We have had one or two cases of oats where they showed heat on arrival, but I do not think it can be fairly said that, taken as oats, they were not up to the standard. We would be very unwilling to see the present western certificate superseded by another, for the seaboard. It occurs to me, however, to meet the difficulty which has been suggested, could it not be possible for the Canadian Government to recall certificates? Would it not be possible also to compel them to report to headquarters that grain covered by certificate is out of condition, and cancel it?

Dr. MAGILL: As soon as grain is known to be out of condition, the owner of it can call for an inspection on condition by the qualified inspector at that port, and the inspector is supposed to write on the back of the certificate. The exporters have not availed themselves of that.

Some voices: No, naturally, they would not. (Laughter.)

Mr. SMITH: All the Canadian oats coming over here have all been clipped.

Dr. MAGILL: That is somewhat of a surprise to me. Now, gentlemen, I have to thank you for being so patient. As I said before, I have no right to say anything officially. I wished to know what the conditions are and to know what is the best advice to give to my Board. If I seem to object here, it is for the purpose of trying to draw out evidence, and if we can do anything I am sure we will do our best to do it.

Mr. HUMPHRIES: Do they still allow screening of grain in the elevators? It seemed to us, as millers, wrong that we should be scoured.

Dr. MAGILL: Practically no scouring has been done in Canada lately. I do not suppose there have been twenty cars of grain scoured during the last year. We have the power to see that scoured grain is not put in any of the contract grades, and if it is scoured we grade it low.

Mr. HUMPHRIES: It is rather important to alter varieties of wheat. It is more than likely that you may get wheat which appears to be as good as Fife, but which when you get into the bakehouse is quite different. I only want to make the suggestion that it would be quite as well if Dr. Magill and people in his position were to keep an eye on these varieties.

Dr. MAGILL: Would the Canadian millers take the same view as you?

Mr. HUMPHRIES: Probably.

Mr. STRAWSON: Well, gentlemen, time is getting on and some of us are wanting to get to the Baltic, and in conclusion I would say that we are all sorry to notice that Dr. Magill is losing his voice. (Laughter.) Dr. Magill would like every day during the next week to see one or more of the grain men, and he is only to be here for one week. I have much pleasure in proposing a hearty vote of thanks for his kindness and courtesy this afternoon and for the clearness with which he has explained matters to us. (General applause.)







## APPENDIX B.

## REPORT

OF

## THE OFFICIAL VESSEL REGISTRAR

ON THE

## GRAIN LOADING SITUATION

## FOR SEASON 1913

## PRELIMINARY NOTICE BY THE BOARD OF GRAIN COMMISSIONERS.

The Dominion Marine Association made complaint to the Board of Grain Commissioners about delays in loading the lake vessels at the terminal elevators in Fort William and Port Arthur.

The Board of Grain Commissioners agreed to ascertain as far as possible the extent of these delays and their causes. The Board of Grain Commissioners has no jurisdiction over lake steamers, but has jurisdiction over the inspection and weighing departments, and also over the department of Registration of Warehouse Receipts. The Board decided accordingly to ascertain whether the alleged delays, if any, were caused by any of the departments over which the Board has jurisdiction. The Board therefore appointed Mr. W. W. Jones as vessel registrar from September 1, 1913, to December 31, 1913.

The Board of Grain Commissioners does not take any responsibility for the figures, facts or opinions set forth in the report. It recommended publication of the report so that these figures, facts and opinions might be made known to the parties interested with a view to further investigations.

The following report was submitted by Mr. Jones on the 18th February, 1914:—







## 1. REVIEW OF REASONS CALLING FOR VESSEL REGISTRATION.

The numerous complaints which had reached the Commissioners from time to time concerning the unsatisfactory conditions prevailing in the marine loading of grain cargoes, particularly in regard to the season of 1912, had their culmination in a conference between representatives of the Dominion Marine Association, Ontario Millers' Association and the Commissioners, in September, 1913.

Statements were made that boats were detained and delayed unnecessarily, claiming that, in some instances:—

(a) Boats were often held up by the Lake Shippers, Clearance Association waiting orders long after shippers had advised owners that full orders were placed for cargoes.

In other instances:—

(b) That boats were started loading on insufficient quantities and had to make repeated elevators calls at great disadvantage and expense to boats.

It was also alleged:—

(c) That boats were frequently sent to elevators where several boats were already loading and waiting ahead and that, when captains would find no orders at the elevator, they were told to remain there and wait their turn; then, after continued waiting, would be sent to some other elevator to commence loading.

(d) That no layout of cargoes were given the captain before starting; he was kept completely in the dark with regard to his prospective cargo, the trimming of his boat being a matter of conjecture until reaching his final elevator.

(e) Opinions were also rife with carriers that discrimination was being made in loading cargoes; captains had reported circumstances to owners, which went to show that discrimination had been carried on.

(f) Protest was also made by the carriers against the heavy fees charged by the Lake Shippers Clearance Association, it being claimed that they had no choice but to submit without question. That the "clearance of documents" had been originally instituted for the sole object of bettering loading conditions, for the minimizing of shortage in out-turn and creating a quick despatch by "one house" loading. Neither of these results had really been effectuated, yet the carriers claim they were forced to pay in fees an amount which not only went a considerable way toward paying the working expenses of the Lake Shippers Clearance Association, but contributed very largely towards making up the accumulating profits of the Association, all of which were appropriated by the shippers exclusively, no attention being taken of the carriers' claim to consideration by either a share of profit, or removal, or reduction of fees.

There being no official data on file in the Government records to which the Commissioners could refer in considering complaints of such nature, it became evident that a need existed for a department of "Registration and Reporting" in regard to vessels chartering for grain, so that the Commissioners should in future have this branch of the grain situation under control. With this object in view the Commissioners arranged for this work to be commenced.



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Acting on instructions received from your Board, I immediately commenced to organize a system of "Vessel registration" of grain cargoes.

Notices were mailed to both the "Dominion Marine Association" and "The Lake Carriers Association" acquainting them of the action of the Board. (See Exhibit "A.") To which replies were received fully acquiescing. (See Exhibits "B" and "C.") An inquiry from the secretary of the Lake Carriers Association with regard to the intention of the Board in charging fees, necessitated further correspondence. (See Exhibits "C" and "D.")

Notices were also mailed to the following vessel agents at Fort William and Port Arthur (see Exhibit "E") :—"Inland Lines Limited," "F. & W. Jones," "Merchants Mutual Line Limited," "Northern Navigation Co. Limited," "John Wolvin" (Standard Shipping Co.), from all of whom favourable replies were received.

The necessary preparatory work prevented getting reliable data together and the system under proper control until late in September, so that complete records commence with the month of October.



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## 2. CANADIAN AND AMERICAN VESSELS, TONNAGE AND PROPORTIONS.

The total number of registrations of vessels loaded and cleared during the months of October, November and December, were 576. (See Exhibit "F.")

Included in this number were twelve cargoes of screenings, which can scarcely be considered as proper grain cargoes, the net total would therefore be 564.

These registrations were made up of 317 Canadian vessels and 247 American vessels.

The total amount carried was as follows:—

317 Canadian vessels.. . . .	43,137,610 bushels.
247 American vessels.. . . .	69,255,060 "
<hr/>	<hr/>
564	112,392,670 "

Thus showing that the American vessels took approximately from the Canadian head of the lakes, 61.5 per cent of the total cargoes through American channels. The balance, 38.5 per cent, being carried by Canadian vessels. (See cargo summary attached to Exhibit "F.")

The total of 576 cargoes shown by the registrations are covered by 249 separate vessels, made up as follows: Canadian vessels, 88; American vessels, 161.

The repeated trips up the lakes, mainly by the Canadian vessels, making the difference between the larger number of registrations and actual vessels plying.



### 3. GRADES SHIPPED AND THEIR PERCENTAGE.

The total of 564 cargoes shipped out since October first were loaded very largely with grain of straight grades, the per cent being as follows:—

378 cargoes, or  $66\frac{1}{2}$  per cent, were composed of straight grades and one kind of grain only to the complete cargo.

106 cargoes, or 19 per cent, were composed of straight grades, but more than one kind of grain in the several holds of the boat.

60 cargoes, or  $10\frac{3}{4}$  per cent, were composed of mixed cargoes, some holds straight grade grain and some holds sample grain.

20 cargoes, or  $3\frac{3}{4}$  per cent, were composed of entire sample grain.

(See summary of grades attached to Exhibit "F.")

The large amount of straight grade grain in the crop of 1913 has undoubtedly been a great aid to the making up of cargoes.

Out of the 564 cargoes, 484 carried exclusively straight grade grain, mostly all high grades.

In other words,  $85\frac{1}{2}$  per cent of the grain cargoes were straight grades, which was a greater factor all round in facilitating the outward movement of the crop.



## 4. PROPORTION OF CARGOES AT ONE AND MORE HOUSES.

The number of elevators at which vessels were loaded is as follows:—

264 cargoes took 1 house loads.

127	"	2	"
67	"	3	"
33	"	4	"
32	"	5	"
21	"	6	"
9	"	7	"
5	"	8	"
5	"	9	"
1	"	11	"

---

564 (See Exhibit "F.")

It will thus be seen whilst the grain shipped out was composed of the large percentage of 85½ per cent straight grades grain, that 47 per cent of the cargoes were collected at one house and 22 per cent at two houses, the balance, 31 per cent, being collected at from three to eleven different elevators.

In addition to the 564 vessels mentioned, there were 12 cargoes of screenings shipped out, approximately 27,810 tons, 3 of which were one-house loads, 3 two-house loads, 5 three-house loads and 1 seven-house loads.

One importing feature in considering the house-loading aspect is, that as shipments get active the one and two-house loadings become less frequent, and less still as the close of shipping season draws near.

The reason being that shippers' stocks become more and more depleted and the margin on hand smaller, so that toward the finish of navigation it becomes a question of boats having to collect on shippers' actual daily buyings, or possibly on shut-outs held over. This applies to straight grades as well as to off grades.

It is very apparent that quick despatch by one-house loading can only be effectual when shippers' surrenders are heavy and actual shipments light.

When shipments are heavy and shippers' surrenders only made as cargoes are being called for, neither quick despatch nor one-house loading can be expected, and it is obvious that the situation reverts back to same conditions as existed prior to the system of clearance of documents.

It is clearly evident that to accomplish quick despatch by clearance of documents there must be a reasonably large surplus always on hand upon which to draw.



## 5. DETENTIONS, THEIR CAUSE AND PERCENTAGE.

One of the features which has been a source of controversy during several recent navigation seasons has been in regard to the large amount of time which the owners claim has been wasted by their vessels after presenting for grain. In order to compile reliable data on this point a complete record has been kept of each boat which has reported for registration, and will be found under Exhibit "G." The summary of this record reveals the conditions as follows:—

12,413 $\frac{1}{4}$  total hours reported as in harbour covering all registrations.  
 7,021 $\frac{3}{4}$  " taken in loading.  
 5,391 $\frac{1}{2}$  " time lost.

In other words, 43 $\frac{1}{2}$  per cent of the time spent by vessels in the harbour has been lost in one way or another.

By reference to the summary attached to Exhibit "G," this lost time will be seen to be made up as follows:—

1,904 $\frac{1}{2}$  hours, or 15 $\frac{1}{4}$  per cent, waiting turn.  
 1,742 $\frac{1}{2}$  " 14 $\frac{1}{8}$  per cent, waiting orders.  
 1,304 $\frac{3}{4}$  " 10 $\frac{1}{2}$  per cent, elevator shifts, etc.  
 309 $\frac{1}{2}$  " 2 $\frac{1}{2}$  per cent, elevator delays.

130 $\frac{1}{4}$  " 1 $\frac{1}{8}$  per cent, waiting release, and weather conditions.

The 1,904 $\frac{1}{2}$  hours lost in waiting turn is distributed chiefly over the months of November and December, a small proportion only of the cargoes in October being affected. Just as soon as shipments became active, soon after the opening of November, the time lost in waiting turn became very apparent, increasing very materially during the December shipments. A reference to Exhibit "G" will clearly show this; the following are some instances taken at random:—

Boat No. 253 waited turn 16 $\frac{1}{4}$  hours as against 6 $\frac{1}{4}$  hours actual loading.

"	449	"	17 $\frac{1}{2}$	"	"	10	"	"
"	467	"	27	"	"	32	"	"
"	476	"	15 $\frac{1}{2}$	"	"	5 $\frac{3}{4}$	"	"
"	481	"	23	"	"	29 $\frac{1}{2}$	"	"
"	486	"	35	"	"	28 $\frac{1}{2}$	"	"
"	501	"	17 $\frac{1}{4}$	"	"	17 $\frac{1}{4}$	"	"
"	503	"	16 $\frac{3}{4}$	"	"	5 $\frac{3}{4}$	"	"
"	504	"	15	"	"	12	"	"
"	505	"	21 $\frac{3}{4}$	"	"	7	"	"

The further analysis of this record will show that during the latter half of November, and during December, "waiting turn" was, with few exceptions, the general rule, boats having to wait turn for long periods.

The 1,742 $\frac{1}{2}$  hours lost in waiting orders are accounted for by the shippers or charter agent who held the charter, being unable to provide cargoes when called upon at the time the boat reported. These detentions were very small during the month of October, only being to the extent of 129 $\frac{1}{2}$  hours; towards the latter part of November



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it became more general, and as shipments increased, by December it became predominant. A reference to Exhibit "G" will show that in some instances the waiting was very prolonged, as for instance:—

Boat No. 255 waited orders 12 hours against 24 hours actual loading.

"	266	"	10	"	"	$10\frac{1}{2}$	"	"
"	279	"	19	"	"	3	"	"
"	346	"	8	"	"	4	"	"
"	360	"	13	"	"	13	"	"
"	451	"	29	"	"	$23\frac{3}{4}$	"	"
"	460	"	$27\frac{1}{4}$	"	"	$9\frac{3}{4}$	"	"
"	476	"	11	"	"	$5\frac{3}{4}$	"	"

(This boat also waited turn  $15\frac{1}{2}$  hours.)

Boat No. 481 waited orders 26 hours against  $29\frac{1}{2}$  hours actual loading.

(This boat also waited turn 23 hours.)

Boat No. 484 waited orders  $28\frac{3}{4}$  hours against  $24\frac{1}{2}$  hours actual loading.

(This boat also waited turn  $10\frac{1}{2}$  hours.)

Boat No. 500 waited orders  $24\frac{1}{4}$  hours against 18 hours actual loading.

"	515	"	31	"	"	$31\frac{1}{2}$	"	"
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(This boat also waited turn  $42\frac{1}{4}$  hours.)

Boat No. 533 waited orders 43 hours against 23 hours actual loading.

The  $309\frac{1}{2}$  hours lost in elevator delays extend generally over the whole loadings in comparatively small amounts of time. It should be noted, however, that in quite a large number of instances these elevator delays occur in from  $\frac{1}{2}$  to  $1\frac{1}{2}$  hours in the early morning, boats waiting at elevators at 7 a.m. are frequently not reported as started loading until 8 a.m. Other elevator delays are by slight breakdowns and things of that nature.

The balance,  $130\frac{1}{4}$  hours lost, are made up of small amounts of time, usually weather conditions, in a few instances boats giving place to other vessels, and through darkness, and no release being placed for the boat.

In the foregoing calculations, time has been estimated from 7 a.m. to 6 p.m., 10 p.m. or 12 p.m., or all night, according to rule prevailing with elevators at time of loading.



## 6. VESSEL AND ELEVATOR AVERAGES.

In Exhibit "H" will be found a comparison of loading which will at once give the aspect from both shippers' and from the owners' standpoint.

The cargo and composition of each boat is given, with the number of hours in harbour and number of hours actual loading. Upon this is worked out the average bushels per hour loaded at elevators, on the actual time that boat was under the spouts; and also the average bushels per hour loaded, calculated on a basis of the whole time the boat was in harbour ready for grain. By way of illustration:—

Boat No. 2 was in the harbour ready for grain  $20\frac{1}{2}$  hours and loaded a cargo of 113,500 bushels straight oats and straight wheat; during that  $20\frac{1}{2}$  hours she averaged 5,540 bushels per hour; the actual time under the spouts, however, was only 10 hours; her elevator average, therefore, from the shippers' standpoint, was 11,500 bushels.

A review of these averages will be interesting from the fact that owners always speak from the standpoint of the small amount their boats loaded in the time they are in the harbour; usually they are not familiar with the details of waiting turn, shifting, &c. The shippers, to the contrary, very often claim that the boat was sent to the elevator and loaded in a given number of hours, claiming that as far as the shipper is concerned the boat got a quick deal.

The following extracts are taken from Exhibit 'H,' and will show the great contrast between the owners' and the shippers' aspect in loading.

Boat No. 21, in harbour  $16\frac{1}{2}$  hours; loading, 7 hours; shows boat average, 7,090; elevator average, 16,720.

Boat No. 52, in harbour 15 hours; loading, 6 hours; shows boat average, 7,000; elevator average, 17,340.

Boat No. 247, in harbour 16 hours; loading,  $6\frac{1}{4}$  hours; shows boat average, 7,940; elevator average, 20,330.

Boat No. 282, in harbour  $42\frac{1}{2}$  hours; loading,  $22\frac{1}{2}$  hours; shows boat average, 7,230; elevator average, 13,620.

Boat No. 305, in harbour 15 hours; loading, 5 hours; shows boat average, 5,470; elevator average, 16,400.

Boat No. 409, in harbour 19 hours; loading, 6 hours; shows boat average, 5,200; elevator average, 16,400.

Boat No. 416, in harbour 28 hours; loading,  $17\frac{1}{2}$  hours; shows boat average, 8,430; elevator average, 13,500.

Boat No. 421, in harbour 11 hours; loading, 6 hours; shows boat average, 7,550; elevator average, 13,800.

Boat No. 438, in harbour 57 hours; loading, 22 hours; shows boat average, 2,500; elevator average, 6,500.

Boat No. 515, in harbour 139 hours; loading, 31 hours; shows boat average, 2,530; elevator average, 11,200.

Boat No. 551, in harbour 123 hours; loading,  $17\frac{1}{2}$  hours; shows boat average, 1,320; elevator average, 13,340.



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Boat No. 563, in harbour  $117\frac{3}{4}$  hours; loading,  $16\frac{1}{2}$  hours; shows boat average, 2,820; elevator average, 20,100.

Further analysis of this Exhibit "H" will show a large number of boats to show averages along the same lines.

Out of the 576 registrations there were 89 vessels which loaded and cleared without any detentions; there were 70 vessels with detentions under one hour each vessel; 104 vessels with detentions over one hour, but under three hours each vessel; the balance, 313 vessels were all made up of larger detentions.



## 7. ELEVATOR AVERAGES AND CAPACITIES COMPARED.

Under Exhibit "I" will be found in detail a complete record of the amount each elevator has loaded on account of each cargo since the commencement of registration to the close of navigation, together with the exact amount of time each boat was actually loading under the spouts at each elevator.

Under Summaries "A" and "B," attached to Exhibit "I," is given the total amount of cargoes loaded by each elevator calculated for each month, the total for full term of registration, and also the total time the boats were actually loading under the spouts at each elevator.

Summaries "C" and "D," attached to Exhibit "I," give the average bushels per hour loaded at each elevator on all cargoes, worked out for each month and also on the full term, from the commencement of registration to the close of navigation.

On Summaries "C" and "D" are also given the rate of bushels per hour, claimed by each elevator to be their capacity under ordinary working conditions, with straight grades. Under rush conditions these figures could be exceeded, whilst with sample grades they could not be attained. This season is particularly noted for straight grades.

It will be seen by Summary "D" that the highest average was reached by the Grand Trunk elevator in the month of October, 25,798 bushels per hour for the whole month. The highest average for each month, as well as for the whole time covered by registration, is also reached by the Grand Trunk elevator, the highest three months average being 24,581 bushels per hour.

The second highest average is reached by the Thunder Bay elevator in the month of November, 21,632 bushels per hour.. The average of this elevator for the full time of registration also ranks second, 20,000 bushels per hour.

The next in line is the Empire elevator, with an average of 20,300 bushels per hour for the month of October, and an average of 19,542 bushels per hour for the full time of registration.

The Canadian Northern Railway elevators show averages for the full time of registration of 17,555 bushels per hour for "B" and 16,789 for "A" elevators. Whilst the highest averages reached by these elevators was in the month of October, 19,680 by elevator "A."

Other elevators will be seen to grade from 15,247 bushels in the case of the Grain Growers, to 7,857 bushels with Horns, during the full term under registration.

A review of these elevator averages is interesting as showing the actual average per hour under working conditions. When it is remembered that, according to Exhibit "F," 85½ per cent of the shipments were composed of straight grade grain, the general average attained by the various elevators would appear to be all that can be expected as a possible average under existing conditions of loading. In estimating, only the actual time from commencement of loading to finishing at each elevator is taken into account.

A remarkable feature in regard to these comparisons, is that only in three instances do the averages reach to 50 per cent, and above, of the estimated capacity of the elevator. The majority of elevators reaching to only 30 per cent to 40 per cent of their estimated capacity.

This cannot be accounted for by "sample" or "off grade" loadings, since the greater portion of grain shipments were straight grades. It would also clearly be to the interest of the elevators to make the best time possible. Everything tends to point toward the fact that the system of placing continual small orders for a boat,



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instead of placing orders in bulk for full cargoes goes a long way toward accounting for the low average of elevator working.

By a reference to Exhibit "H," in which the elevator average is given in comparison to the boat average, it will be seen that in isolated instances some good averages were accomplished in boat loading by elevators, 25,000, 30,000, 35,000 and above, being sometimes reached, which goes to prove that when an elevator can receive the full orders for a boat in advance, substantial despatch can be given.



## 8. "ORDERS PLACED." "SURRENDERS PLACED." EXPLAINED.

On account of the difficulties and strained relations which had arisen from time to time and which, in the fall of 1912, had reached serious proportions as between the shippers and carriers, an innovation was made in regard to the shipper in Winnipeg placing his orders with the Lake Shippers' Clearance Association.

The Lake Shippers' Clearance Association had repudiated any responsibility to secure grain surrenders on account of vessels, claiming that their responsibility commenced, and only commenced, after orders and surrenders were placed in their office; that the onus, with regard to the vessel side of the business, rested entirely with the boat owners or their agents; and that until shippers placed their orders in the Lake Shippers' Clearance Association to be wired to Fort William, no obligation or responsibility rested with them to make any movement. Previous to this it had generally been considered that the advising of the arrival of a boat and application for the layout to the Lake Shippers' Clearance Association at Fort William by the boat agent was sufficient.

Owing to this clearly-defined attitude taken by the Lake Shippers' Clearance Association, the charter agents in Winnipeg undertook the responsibility of securing from the shipper with whom the charter was made, a signed copy of the cargo he purposed to load on the vessel, and also see that this order was duly handed to the Lake Shippers' Clearance Association at the time the boat was reported as ready to load grain, the Lake Shippers' Clearance Association on their part agreeing on receipt of this order form from the charter agent, to accept it as approximate instructions and to wire these orders to Fort William. The understanding being that the boat would be placed at an elevator where she could take her turn on some part of this approximate layout.

This is what is known under the term "orders placed," and does not by any means mean that the shipper has surrendered documents to cover these orders. It has become almost a general custom that boats are started on one hold only, and in many instances when a boat starts loading has only a few thousand bushels placed at the elevator against that one hold. The situation therefore is as follows: That, although the boat can be reported to the owners as started loading and having "orders placed," the Lake Shippers Clearance Association are at the same time waiting the confirmation by the shipper of this provisional layout, which comes to pass when the shipper has surrendered full documents to cover the layout; meanwhile the shipper is in the position of being able to change the layout to suit emergencies such as markets, &c., he is only bound to the grade started in the first hold loading.

"Surrenders placed" is the official term used when a shipper has placed his final orders for loading and surrendered documents to cover such loading; this is what marks the difference between the term "orders placed" and "surrenders placed."

The carrier has undoubtedly been under the impression that full surrenders have been placed against the vessel when he has only received the advice "orders placed." It will thus be seen that a very marked difference exists.



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## 9. CLEARANCE OF DOCUMENTS.

The system of "Clearance of Documents" by the shippers in Winnipeg which is carried on by the association known as the Lake Shippers' Clearance Association is undoubtedly filling a most important function for the shipper. It practically constitutes a central banking house of grain documents upon which the responsible shipper can fall back in any emergency which is likely to arise, whether it be for deliveries on account of settlements, or loading, or market manipulations. Whatever may be the inside workings and utilities of such an association, and they are no doubt legion, that is purely the shippers' aspect and concerns them alone.

The fact remains, however, that the inception of the system for "clearance of documents" was exclusively with the object of bettering loading conditions at Fort William. Had that object been preserved in its simplicity, there is no doubt but that greater advantages would have accrued to vessel loading.

The total amount of lost time,  $43\frac{1}{2}$  per cent (Exhibit "G"), which has been revealed under the system of vessel registration, is sufficient in itself to reveal that the working of the association has not accomplished its original object. When it is further noted that approximately 30 per cent of the  $43\frac{1}{2}$  per cent has been lost either in boats "waiting shippers' orders," or "waiting turn" at the elevator, the fact is fully emphasized.

The large amount of time ( $1,742\frac{1}{2}$  hours, Exhibit "G") lost in waiting orders demonstrates clearly that shippers have not had surrenders to cover the charter at the time the boats reported as ready for grain. In the face of this the "clearance of documents" becomes merely a term of words, as no association could possibly "clear documents" without such documents were actually surrendered, which is clearly revealed not to be the case.

The large amount of time also lost ( $1,904\frac{1}{2}$  hours, Exhibit "G"), "waiting turn," goes to prove that the documents which were surrendered (and which as previously shown were not sufficient to cover all the vessels which were waiting cargoes), were restricted to certain elevators and therefore could not be cleared, and the Lake Shippers' Clearance Association were obliged to send vessels to collect at the identical elevators at which the shipper had surrendered documents.



## 10. MOORING OF WINTER STORAGE CARGOES.

If the storage of winter cargoes is to increase as it has done during the past three seasons, a question which must arise and be rationally handled, will be the proper placing of such vessels for winter mooring.

When a storage cargo is loaded prior to the captain laying up his machinery, the difficulty is small, as before he leaves for home he will invariably secure permission for a dock and tie up under the supervision of the resident agent of the Great Lakes Register.

The difficulty presents itself, however, when storage cargoes are loaded after captains and crews have laid-up their vessels and left. Machinery is all shut down and captains have assumed that the boat is at her final elevator, whereas after the captains have left, vessels will be shifted from elevator to elevator to suit the shippers' stocks, the vessel being left by the shipper at her last elevator, which may or may not be a suitable winter mooring, the shipper claiming that his responsibility ends when his last bushel of grain is loaded. Circumstances have already arisen during the past two seasons necessitating heavy expenses and great danger to the boats to finally place in winter mooring, after loading has been completed by the shippers, all of which could have been avoided had there been a responsible Government official, conversant with grain loading and vessel handling, to control the situation after the close of navigation.

If conditions which have prevailed during the past two winter seasons are to be repeated, a condition of dilemma to some boats and menace to navigation may easily arise at the spring opening, or even before the ice breaks up.

The Great Lakes Register has a resident agent here whose duties it is to see that all insured boats are properly placed to protect against fire and foundering, and he has undoubtedly accomplished good work, but there is no Government official experienced in the loading and placing of boats with authority to control the situation after the close of navigation.



## 11. ENTERING AND CLEARING OF VESSELS.

If it were possible, it would be desirable that some modifications should be introduced to the existing stringent rules in regard to the "entering" and "clearing" of boats taking grain cargoes to foreign ports. The enforcement of existing rules causes a great deal of delay to the vessel, and inconveniences to the captain.

There are at present nineteen elevators, covering some ten or twelve miles of water front, and some of those elevators are from three to five miles from the local custom-houses. The continued increase in the crop which has to be moved in the short space of a few months has necessitated the almost continuous working of the elevators day and night, and boats have to collect their cargoes from elevators in Fort William and Port Arthur, in some instances repeating calls in both ports:—

(1) Under existing rules the captains of foreign vessels must report and clear from one port to another for every such movement that he makes, and cannot start work till such entries are made. When the river frontage was small and elevator locations restricted the difficulties were very small, but now that the water frontage is greatly extended and elevators scattered, the difficulties have increased and great delays may arise at any moment. This condition pertains to Canadian vessels when loading cargoes for foreign ports as well as to American vessels.

(2) Further, vessels arriving on Sundays and legal holidays, under existing rules, are under obligation to report forthwith, although the offices are shut down, to delay till the following day constituting a legal offence. Captains are therefore under obligation to hunt up the Customs officer and the Customs officer, on his part, must always hold himself in readiness, as otherwise the parties concerned place themselves under serious obligations.

In order to meet the first difficulty, without violating the legal spirit of the Customs' regulations, it might be possible to arrange for the boats to make "entry" at the first port of call and "clear" at the last port loading; this would be an undeniable aid to the commercial aspect and prevent the delays necessary under the present restrictions.

To meet the second difficulty it might be possible to extend "reporting entry" in the event of arriving on Sundays or legal holidays till noon the following day, which would considerably relieve that situation, except at such times that Sunday and holiday work was in progress.



## 12. CHARTERING SITUATION.

The general situation with regard to grain shipments is, without doubt, developing along lines in which the speculative feature is predominant and is taking a character, particularly in regard to the chartering end, until recently unknown and which increases the complications in the way of giving despatch to boats.

Vessels chartering for many years had been carried on on the simple agency plan of that of an agent acting on behalf of the boat owners, the speculation in "space" being seldom resorted to. During the past two or three seasons, however, chartering had developed into little better than an immense business of speculation. Without doubt in this is found a new and additional cause for the unsatisfactory conditions of loading out grain.

In an attempt to control the chartering of all or nearly all vessels offering for grain, the charter agent will himself charter the space in anticipation of cargoes which he knows must be shipped out against future grain settlements, and in this way endeavour to completely control both the vessel and the rates.

This attempt to control the boat situation may often mean that boats arrive which, as far as the owners are concerned, are fully chartered, but which have not been re-let by the charter agent to an actual shipper, the result being that the boat may be waiting at the dock whilst shippers are being found who will lay hold of the space, the boat being loaded just in proportions as space can be placed with a shipper who will and can provide the grain.

Whilst under existing loading conditions, it is not possible to locate the real reasons for delay, the evidence goes to prove that, in the instances in which boats are reported as "waiting orders," the reason is divided between the shippers' default and the charter agents having chartered without having the boat re-let.

The effect of this charter speculating is far reaching. It has changed the position of the charter agent from the simple position of an agent to protect the owners' interests, into that of an interested agent whose interests are closely allied with that of the shipper.

This system of chartering has forced some owners to insist upon a time limit in their charter for loading and unloading. Whilst this clause is accepted by the charter agent as between himself and the owner, it is very seldom accepted by the actual shipper. The charter agent has therefore to discriminate in his final allotment of space to the shipper, by giving an easy load to a "time limit" charter in order to protect himself against being strung up with demurrage charges. The custom of chartering being to charter for certain space for first half, second half, or close of month without naming the vessel to the shipper until in sight.



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## 13. VESSEL REPORTING AND TAKING TURN.

Under the present system of loading it is impossible to discover whether vessels receive their cargoes according to rotation of reporting or not. No information is given out on this subject, neither is any notice posted of the order in which vessels report to the Lake Shippers' Clearance Association.

Neither is any information posted or available stating when shippers' "surrenders" are completed for any vessel. The placing of vessels is completely at the discretion of the office of the Lake Shippers' Clearance Association, and without doubt gives every opportunity for manipulation of rotation in loading.

An instance of the manner in which boats are placed came to light at the close of navigation with regard to two American vessels, and opens up an interesting question with regard to what is the proper system of rotation to follow.

The first vessel, under discussion, arrived at midnight November 27, entering Fort William and reporting her arrival from the Empire elevator. She was told to tie-up there and wait instructions.

The second vessel arrived at 8.30 a.m., November 28, entering Port Arthur, and reporting her arrival from Canadian Northern Railway elevator, and was also told to tie-up and wait instructions.

Orders were placed for the "first" boat with the Canadian Northern Railway elevator at 20K of November 28.

Orders were placed for the "second" boat with the same elevator at 10.05K of November 29.

The "first" boat was accordingly ordered to the Canadian Northern Railway elevator and tied-up waiting turn together with the "second" boat.

The elevator became clear for one vessel about 19K, November 29. At that time both boats had orders placed and were waiting turn together. The turn was given by the elevator to the boat which reported first at the elevator, although she was the last of the two boats to arrive in port, and her orders were not placed till long after those of the first boat to arrive.

Both boats were instructed to clear by midnight of November 30, in order to preserve insurance, but it was impossible for both to load and clear at that elevator with full cargoes.

Serious complications were imminent which would have involved all parties concerned, shippers, owners and elevator; in order to avoid which, arrangements were made to part load the first boat started and then send her to another elevator, both boats thus clearing with approximately full loads.

It would appear only right that a boat reporting first, and receiving cargo surrenders first, should take precedence over boats reporting after her and having surrenders placed after, and any contrary treatment leaves room for suspicion of ulterior motives.



#### 14. ORIGINAL PURPOSE IN INSTITUTING L.S.C.A.

In order to obtain a correct view of the situation, it will be well to review, in as impartial and concise a manner as possible, the system which is in operation for the loading of grain cargoes. The whole of the working in every detail is entirely in the hands of the shippers, and is carried on by them as an association, under the title of the Lake Shippers' Clearance Association, at the Fort William office of that institution.

The original purpose of the association was indisputably the simple one of promoting quick despatch and obliterating shortage by one-house loading. In its working out, however, it became evident that the centralizing and pooling of grain stocks by the association at Winnipeg could be utilized as a most useful adjunct to the responsible shipper for a multiplicity of purposes, altogether apart from the original idea of the institution. The fifteen day free storage clause is also a strong feature to the shipper, and every means of utilizing the stocks only offers additional opportunity to make profit out of that clause. Just as long as the free storage clause remains, just so long will the association continue to accumulate profit by its manipulation. The association has, without doubt, firmly established itself as an important factor in the shippers' business on the Winnipeg Exchange.

The original purpose has, therefore, on this very account, passed out of view. The utilization of stocks for manipulating other purposes than that of quick despatch, and also the manipulating of the free storage clause, is at once a travesty of the original idea and must, in the very nature of things, create serious issue between the combined interests of shippers and carriers.

One result which has been the natural evolution of the introduction of these profit-making features to the situation is the carrying on of the loading at Fort William by the Lake Shippers' Clearance Association with as great secrecy as possible, and to allow neither the owners' agents nor the captain to acquire any intelligent knowledge either with regard to shippers' surrenders, elevator surrenders or placing of boats. The information given being of the vaguest possible kind. This secrecy is the natural outcome of an association of shippers, to whom secrecy may often be of vital importance, but to the great disadvantage of the boat and is obviously not conducive to establishing satisfactory conditions.

In view of the foregoing remarks it would appear quite plain that it is not politic in the interests of either shipper, carrier or the grain business generally that so important a function as control of grain loading at the head of the lakes should be left entirely in the hands of an association whose interests may often be, at any moment, clearly of a character which would clash very materially with the interests of the carriers.



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## 15. VESSELS LEFT AT CLOSE OF NAVIGATION.

At the final close of navigation, on November 30, there were some seven vessels unfinished in port which should have cleared by midnight. All of these had arrived prior to noon of the 28th November and, with one exception, were ready to take on cargoes. They all completed loading and cleared by December 3.



10. VESSEL EXPENSES INCURRED IN LOADING GRAIN.

The expenses incurred by boats loading grain vary considerably according to the size of boat and number of movements made, but the two following instances will give a fair idea of the manner in which charges mount up:—

November 26.—SS. *Ward Ames*:—

L.S.C.A. fees.. . . .	\$ 117 90
Trimming charges.. . . .	196 10
Government overtime.. . . .	10 56
Agents' fees.. . . .	10 00
	<hr/>
	\$ 334 56

Cargo: 393,200 bushels wheat and oats. In  
harbour, 33 hours; loaded 1 elevator.

December 2.—SS. *Bope*:—

L.S.C.A. fees.. . . .	\$ 70 40
Trimming charges.. . . .	175 95
Government overtime.. . . .	37 62
Agents' fees.. . . .	10 00
Tug bills—shifting at elevators.. . . .	140 00
	<hr/>
	\$ 433 97

Cargo: 351,990 bushels straight and sample  
wheat. In harbour, 139 hours; loaded 8  
elevators.

The total charges to boats loading grain will be found to usually range from 75 cents to \$1.25 per 1,000 bushels.



## 17. GENERAL REVIEW OF CHAPTERS.

The establishing of a system of vessel registration has brought into prominence many features in connection with grain shipments, which will be found both instructive and important. It is to be regretted that it was not possible to commence complete records until the commencement of the month of October, but inasmuch as the period which is covered is the most important period of navigation, the particulars given may be accepted as an approximate statement of what the whole season's results would probably have shown.

It will not be necessary in this review to give any lengthy remarks on the several chapters, as each chapter will be found self-explanatory.

The details of Chapter One are covered in the several chapters which follow, and answers will be found to every subject dealt with.

Chapter Two, with exhibit "F," reveals that 61½ per cent of the cargoes shipped during the period of registration was carried by American vessels, whilst the balance, 38¾ per cent, was by Canadian vessels. The actual vessels plying to the head of the lakes being 88 vessels under Canadian register, and 161 under American register. The large per cent of both American tonnage and vessels of American register is a marked characteristic. It would be an interesting feature to discover, if it were possible, to what extent American cargoes preserve their identity on their arrival at European ports, but this office has no means of arriving at a conclusion.

Chapter Three shows the remarkable feature that 85½ per cent of the cargoes moved during the period of vessel registration were composed of "straight grades" of one kind or another. It is questionable whether such extremely favourable conditions for grain loading will repeat themselves.

Chapter Four shows that 47 per cent of the cargoes were loaded at one elevator, but to this was attached a large amount of waiting turn and waiting orders which considerably reduced the advantage of one-house loading. With the large percentage of "straight grades" (85½ per cent) and the very heavy stocks which were in the elevators, considerably better results should have been possible.

In Chapter Five the statistics are convincing that a serious amount of valuable time was lost by long detentions to boat loading. It would appear that there should be some way of materially reducing these detentions. That 43½ per cent of the time spent by vessels in harbour, after being reported as ready for grain, should be lost is remarkable. When it is remembered that some 30 per cent of these detentions is attributable to "waiting orders" or "waiting turn," it is but natural to infer that the delinquency is at the shippers' end of the contract. It is invariably the custom of owners to advise the shippers of the boats' movements some ten to twenty hours ahead, so that it cannot be for want of adequate advice.

In Chapter Six will be found statistics of the most interesting nature in concise form, giving a comparison of loading from both the shippers' and carriers' viewpoint. It will be seen that the average bushels per hour loaded on boats, calculated from the time they are ready for grain to the time they clear, is surprisingly low. This average is important as giving the real situation from the carriers' aspect. Occasionally some very high records will be reached under specially favourable circumstances, when extraordinary facilities are brought into play by the elevator, but the public record for loading is that of the general despatch given, which is clearly proved to be low, this being fully accounted for by the large amount of detentions revealed in Exhibit "G," and the custom followed of placing orders in small amounts.



In Chapter Seven, together with Exhibit "I," will be found the loading results at each elevator worked out on the bushel average per hour, and shows that the actual loading averages at each elevator are very considerably below the accepted marine loading capacity. All except three elevators showing considerably below 50 per cent. If a system were in operation whereby the orders for cargoes could be placed in bulk instead of in small amounts, both the time of the elevators and the time of the boats would be very materially conserved. A reference to Exhibit "H" shows that better averages can be attained, but this can only be maintained by complete change of present loading conditions.

In Chapter Eight is given an idea of the system in use in Winnipeg for placing loading orders. It speaks for itself and shows clearly that the shipper is protected in every way. Whilst the boat is nominally given a showing, the Lake Shippers' Clearance Association is technically protected, and the shipper himself can change and re-change his layout right up to the last minute, and even whilst the boat is part loading.

In Chapter Nine the bearing of the detentions referred to in Exhibit "H" in relation to the "clearance of documents" is gone into in detail.

The question of winter mooring in Chapter Ten is one which will increase in importance as time advances, and could be easily dealt with in conjunction with other matters.

The entering and clearing of vessels in Chapter Eleven is one which could be a matter for discussion with the Customs Department, and the interests of both departments protected in any suggestion put forth. It is very evident, in view of the large percentages of American vessels entering these ports, that every facility should be given in the interests of commerce.

The chartering aspect in Chapter Twelve is likely to be a very live issue of the near future unless present conditions of loading are materially changed, when this feature would undoubtedly adjust itself. At the same time, it provides an additional argument against present conditions.

The subject of Chapter Thirteen is fully dealt with in that chapter, and no further remark is required, except, perhaps, to point out the ease with which the turn of boats can be manipulated under the present system.

The object in Chapter Fourteen is to point out clearly the original object of the Lake Shippers Clearance Association and to compare it with the conditions which have evolved. In its inception there was no thought whatever of its becoming a money-making venture for either party. Its sole conception was for the creating of better loading conditions of grain cargoes.

The moment that one set of the predominant partners in the movement commence to turn the issue into a source of financial gain to themselves, just so soon is the soundness of the whole movement jeopardized. In no political or public or municipal institution would such a condition be allowed to exist.

No objection can be made, nor is made, with the shippers for utilizing any feature or condition which may arise or may be discovered, for their united profit or advantage. They are quite justified in switching, borrowing, loaning or manipulating stocks in any way whatever to their own advantage, among themselves, but it is palpable to every unbiassed observer, that to do so under the existing conditions places them in an undesirable position and one from which it should be greatly to their own interest to be relieved.

In Chapter Fifteen, attention is called to the fact that several vessels were unable to load and clear in time to preserve insurance clauses at close of navigation. The seven vessels left over were probably more in number than has ever before been left.

Chapter Sixteen contains a few facts regarding expenses involved in loading cargoes.



## 18. SUMMARY.

To summarize the foregoing report is not difficult, since the whole situation resolves itself into the question of the politic integrity of allowing such an important function as control of grain-loading to be in the hands of an association who have their personal interest in the situation, and who are interested financially in the manipulation of grain storage.

The importance of the question cannot be over-estimated; it has a direct bearing not only on the carriers' and shippers' interests, but on the grain interests generally, and has a direct influence on the working at elevators, and means practically the controlling of the whole out-bound business of the harbour.

It is a matter larger and altogether more important than the question of whether present conditions can be improved, and must be approached with the broadest of mind and spirit as to what is best adapted to a condition which will continue to expand and advance.

Statistics have revealed that a very large proportion of time is lost by boats waiting orders and waiting turn. That although there were a large number of one-house cargoes loaded, that the large amount of time lost in waiting seriously depreciated the advantage.

Whether these conditions are unavoidable, and the outcome of the natural situation ruling, or whether it is attributable to reasons which could be corrected, is impossible to state in a positive manner, but the indications clearly point to its being attributable to reasons controllable by the shipper or his agents at Fort William. The methods which are followed in the loading of grain being such that it is impossible either to accuse or exonerate, so completely do they protect the loading end, leaving the carrier apparently unprotected.

The only solution to the situation is the introduction of an entirely independent authority to take over the grain surrenders, the placing and cargo-loading of boats; by this means only can the interests of the shippers, the elevator and the carrier be equally protected, and the delinquency of any party located.







# EXHIBITS

## EXHIBIT "A."

FORT WILLIAM ONT., September 23, 1913.

FRANCIS KING, Esq.,  
Secretary Dominion Marine Association,  
Kingston, Ont.

DEAR SIR,—I have pleasure in advising you that the Board of Grain Commissioners have inaugurated a department for the registration of vessels. This has been the outcome of their conference with the marine interests when in the east, and it is greatly hoped that this movement will ultimately have the effects of producing a more satisfactory working of grain loading.

The Commissioners are counting upon the full co-operation of the marine interests, as only with it can the working of this department bring satisfactory results. To accomplish the end in view, it will be necessary for each captain to report to the Commissioners, Marine Department, immediately his boat is light and ready to load grain. I am therefore requested to ask you to kindly have the owners of each fleet advise their captains to report to the Official Registrar on arrival, and also when light and ready to load. This information is required to enable the department to locate all delays in loading from the outset.

The office of the Official Registrar is located at Room 114 Cuthbertson Block, Fort William, Ont., Telephone No. 864 South, and captains can report either in person or by 'phone.

The writer, who is known to you, has been appointed official vessel registrar by the Commissioners on account of his full knowledge of the situation, and is also known to practically all the captains on the Great Lakes.

Yours very truly,

W. W. JONES,  
*Official Vessel Registrar.*

Copy also to Lake Carriers' Association, Cleveland, Ohio.

## EXHIBIT "B."

DOMINION MARINE ASSOCIATION.

KINGSTON, ONT., September 25, 1913.

W. W. JONES, Esq.,  
Box 220, Fort William, Ont.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 23rd, and would, in the first place, tender you my cordial congratulations upon your appointment to look after the interests of vessel owners at the loading ports. I note your suggestion in the present letter and am at once advising the members of this association who are interested, of what you wish in order that they may instruct their masters.

With best wishes for success in your work and hoping that owners will give you frequent opportunities to exercise your functions for the benefit of the trade.

I remain,

Faithfully yours,



4 GEORGE V., A. 1914

## EXHIBIT "C."

LAKE CARRIERS' ASSOCIATION, CLEVELAND, Ohio, October 2, 1913.

W. W. JONES, Esq.,  
Official Vessel Registrar,  
Box 220, Fort William, Ont.

MY DEAR MR. JONES,—I am in receipt of your letter of September 29, advising me of the establishment of the department for the registration of vessels for the purpose of locating delays in loading grain.

I think I can safely say to you that the members of the Lake Carriers' Association will gladly co-operate in this matter, and we will issue a circular to our members calling their attention to the inauguration of your bureau.

I would like, however, before doing this, to be advised if there is any charge in connection with this matter, and if so on what basis, and in what sum.

Am I correct in my understanding that the Board of Grain Commissioners is a Government Commission, and that the position of official vessel registrar is a Government position?

With kind regards, I remain,

Yours truly,

GEO. A. MARR,  
*Secretary.*

## EXHIBIT "D."

FORT WILLIAM, ONT., October 6, 1913.

GEO. A. MARR, Esq.,  
Secretary Lake Carriers' Association,  
Cleveland, Ohio.

MY DEAR SIR,—I have your letter of October 2, for which I thank you.

You are quite right in your surmise, the Board of Grain Commissioners for Canada is a purely Government institution. It had its inception in the many difficulties which arose, from time to time, in the grain situation at the head of the lakes, both with regard to shippers and elevators. It has been in operation not quite two years, and has now laid hold of the complete grain situation for the Dominion.

The establishment of a bureau for the registration of vessels is quite new and has been the outcome of much correspondence with the Dominion grain vessel men; there will be no charge whatever made by this department, as it is largely of the nature of an investigation into the system of loading and clearing of vessels. It is not intended to override the present boat agents, but to work in conjunction with them. What lines it will ultimately assume depends entirely upon what will reveal itself during the present season. It is greatly to be hoped that all carriers will co-operate with the bureau, those who have no agents here by instructing their captains to report direct to the Registrar (W. W. Jones), 114 Cuthbertson Block, 'Phone South 864. Those who have agents can do so through their agents if they so desire.

I may say with regard to charges that the Board are more disposed to encourage reduction in costs of loading to vessels rather than increasing.

Sincerely thanking you for your kind remarks, I am,

Yours very truly,

W. W. JONES,  
*Official Vessel Registrar.*



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EXHIBIT "E."

FORT WILLIAM, ONT., September 26, 1913.

D. J. BOURKE, Esq.,  
Inland Lines Limited,  
Port Arthur, Ont.

DEAR SIR,—The Board of Grain Commissioners have inaugurated a department for the registration of all vessels loading grain at the head of the lakes. It is necessary for the effectual working of the department that the Board should be advised of the arrival of all boats and the exact time they will be ready to load grain. I am therefore instructed to ask your co-operation with the department and to request that you duly advise the official vessel registrar at his office, 114 Cuthbertson Block, 'Phone 864 South.

In order that the giving of this information may be prompt and accurate, and at the same time not inconvenience your present system, it would be advisable for you to consult with the registrar and arrange the easiest method to be adopted.

Yours very truly,

W. W. JONES,  
Official Vessel Registrar.

Copies also to "F. & W. Jones," "Merchants Mutual Line Limited," "Northern Navigation Co., Limited," "John Wolvin."

EXHIBIT "F."

SUMMARY OF CARGOES.

1913.	Canadian Cargoes.		American Cargoes.	
	No.	Bushels.	No.	Bushels.
October.....	151	20,580,400	92	23,419,370
November.....	139	18,392,730	126	34,987,440
December.....	27	4,164,480	41	10,848,250
	317	43,137,610	259	69,255,060

Total registrations, Canadian.....	317	
“ “ American .....	259	
	—	576 vessels.

Total cargoes Canadian.....	43,137,610 bush.
“ “ American.....	69,255,060
	—
	112,392,670 bush.

Percentage tonnage via American vessels.....	61	$\frac{5}{8}\%$
“ “ “ Canadian vessels .....	38	$\frac{3}{8}\%$
	—	
	100	%







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## EXHIBIT "H."

## NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade	In Harbour	Loading	Boat Average.	Elevator Average.	Lost.
		Oct.	Bu. hel		Hour.	Hours.	Bushels.	Bushels.	Hours.
1	Leaffield, F. 1.....	1	77,050	St. W...	4 $\frac{1}{2}$	3 $\frac{1}{2}$	17,120	22,020	1
2	C. A. Graham.....	1	61,500	St. W...					
			52,000	St. O...	20 $\frac{1}{2}$	10	5,540	11,350	10 $\frac{1}{2}$
3	Hamiltonian.....		57,500	St. W...					
		1	15,590	Sp. W...	16 $\frac{1}{4}$	10	4,500	7,310	6 $\frac{1}{4}$
4	Doric.....	1	91,830	Sp. O...					
			35,820	Sp. B...	24	15 $\frac{1}{2}$	5,320	8,240	8 $\frac{1}{2}$
5	A. S. Upson.....	1	86,500	St. B...					
			155,780	St. W...	22 $\frac{1}{4}$	16 $\frac{3}{4}$	11,020	14,460	5 $\frac{1}{2}$
6	T. Cape.....	1	99,750	St. W...					
			47,710	St. O...	23	9 $\frac{1}{4}$	6,420	16,480	13 $\frac{3}{4}$
7	J. H. Sheadle.....	1	378,620	St. W...	29 $\frac{1}{4}$	24	12,950	15,780	5 $\frac{1}{4}$
8	J. A. McGean.....	2	284,000	St. W...	15	11 $\frac{3}{4}$	18,940	24,170	3 $\frac{1}{4}$
9	Rosedale.....	2	79,000	St. W...	13	8 $\frac{3}{4}$	6,080	9,040	4 $\frac{1}{4}$
10	E. F. Holmes.....	2	263,040	St. W...	14 $\frac{1}{4}$	8 $\frac{3}{4}$	18,460	30,060	5 $\frac{1}{2}$
11	S. S. Curry.....	2	123,320	St. W...					
			110,000	St. B...	16	12	14,580	19,440	4
12	Emperor.....	2	183,110	St. W...					
			137,760	Sp. W...	29	22 $\frac{1}{4}$	7,620	9,930	6 $\frac{3}{4}$
13	G. G. Barnum F. 3.....	2	353,500	St. W...	19	19	18,610	18,610	
14	Normania.....	3	277,000	St. W...	12 $\frac{3}{4}$	9 $\frac{1}{2}$	21,730	29,160	3 $\frac{1}{4}$
15	Fairmount.....	3	69,000	St. W...	6 $\frac{1}{2}$	5 $\frac{1}{2}$	10,620	12,550	1
16	M. Mullen.....	3	249,450	St. fx...	25	19 $\frac{3}{4}$	9,980	12,630	5 $\frac{1}{4}$
17	W. C. Franz.....	3	201,770	St. W...	12	8 $\frac{1}{2}$	16,820	23,740	3 $\frac{1}{2}$
18	Emp. Midland.....	3	110,000	St. W...					
			19,000	St. B...	11	5	11,730	25,800	6
19	Iroquois.....	3	122,500	St. W...	15 $\frac{1}{2}$	14 $\frac{1}{2}$	7,910	8,310	3 $\frac{3}{4}$
20	T. Crown.....	3	151,080	St. O...	13	2 $\frac{1}{2}$	11,620	60,430	10 $\frac{1}{2}$
21	Newona.....	3	117,000	St. W...	16 $\frac{1}{2}$	7	7,090	16,720	9 $\frac{1}{2}$
22	McKee.....	3	101,730	St. O...					
			42,000	St. W...	9	4 $\frac{3}{4}$	15,970	30,250	4 $\frac{1}{4}$
23	S. Hero.....	3	28,000	St. O...	17	13	8,890	11,630	4
24	Pontiac.....	4	120,000	St. W...	7 $\frac{3}{4}$	7 $\frac{3}{4}$	15,490	15,490	
25	H. M. Hanna.....	4	328,860	St. W...	16	16	20,550	20,550	
26	A. P. Wright.....	4	115,300	St. W...	3	3	38,440	38,440	
27	Nubing.....	4	104,600	St. W...	5	4 $\frac{1}{2}$	20,920	23,150	$\frac{1}{2}$
28	Sarnian.....	4	143,000	St. W...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	31,780	31,780	
29	Paliki.....	4	83,500	St. W...	10	9	8,350	9,280	1
30	W. W. Brown.....	5	58,500	St. O...	9 $\frac{3}{4}$	7	22,000	30,650	2 $\frac{3}{4}$
			156,000	St. W...					
31	Wexford.....	5	48,830	Sp. O...	24 $\frac{1}{2}$	16 $\frac{1}{4}$	5,330	8,050	8 $\frac{1}{4}$
			58,000	St. W...					
			24,000	St. O...					
32	Acadian F. 6.....	5	32,000	Sp. B...	14 $\frac{1}{2}$	8	6,280	11,380	6 $\frac{1}{2}$
			31,000	St. W...					
			28,000	Sp. O...					
33	F. L. Booth.....	5	252,000	St. W...	14	12 $\frac{1}{2}$	18,000	20,160	1 $\frac{1}{2}$
34	H. S. Wilkinson.....	5	213,200	St. W...	14	14	15,230	15,230	
35	Drummond.....	5	62,000	Sp. O...	11 $\frac{1}{2}$	7 $\frac{3}{4}$	11,740	17,420	3 $\frac{3}{4}$
			73,000	St. W...					
36	Pillatt.....	6	51,000	St. W...	6 $\frac{1}{2}$	6 $\frac{1}{2}$	7,850	7,850	
37	M. King.....	6	214,250	St. W...	16	12 $\frac{3}{4}$	13,390	16,800	3 $\frac{1}{4}$
38	Dimmick.....	6	265,000	St. W...	11	10 $\frac{1}{4}$	24,100	25,850	3 $\frac{3}{4}$
39	Osborne F. 7.....	6	44,000	Sp. W...	25	20	9,610	12,010	5
			196,160	St. W...					
40	Cetus.....	6	71,300	St. B...	12 $\frac{1}{2}$	11 $\frac{1}{4}$	25,110	27,890	1 $\frac{1}{4}$
			178,830	St. O...					
41	Saunders.....	7	79,000	St. B...	25 $\frac{1}{2}$	21 $\frac{1}{4}$	9,800	11,760	4 $\frac{1}{4}$
			60,300	St. fx...					
			110,500	St. W...					
42	Bickerdike.....	7	46,000	St. W...	7	6 $\frac{1}{4}$	6,574	7,360	3 $\frac{3}{4}$
43	M. Prince.....	7	316,000	St. W...	19	16	16,630	19,750	3
44	Meaford.....	7	110,000	St. W...	6 $\frac{1}{4}$	6 $\frac{1}{4}$	17,600	17,600	
45	Corunna.....	7	64,830	Sp. W...	21	9 $\frac{1}{2}$	3,090	6,830	11 $\frac{1}{2}$
46	Collingwood.....	6	235,650	St. W...	13 $\frac{1}{2}$	13 $\frac{1}{2}$	17,460	17,460	



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EXHIBIT "H."—Continued  
NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade	In Harbor	Load- ing.	Boat Average.	Elevator Average.	Lost.
		1913 Oct.			Hours.	Hours	Bushels.	Bushels.	Hours.
47	Parpoonge..	7	118,400	St. W...	13 <sup>1</sup> / <sub>4</sub>	10	5,940	11,840	3 <sup>1</sup> / <sub>4</sub>
48	Nottingham...	7	230,000	St. W...	12	11 <sup>1</sup> / <sub>4</sub>	19,170	20,450	3 <sup>3</sup> / <sub>4</sub>
49	Christopher..	7	226,000	St. W...	19	16 <sup>1</sup> / <sub>2</sub>	11,900	13,700	2 <sup>1</sup> / <sub>2</sub>
50	T. Court.....	7	110,000	St. W...	12	10 <sup>3</sup> / <sub>4</sub>	9,170	10,240	1 <sup>1</sup> / <sub>2</sub>
51	Earling.....	7	366,000	St. W...	18	14 <sup>1</sup> / <sub>4</sub>	20,340	25,690	3 <sup>1</sup> / <sub>4</sub>
52	W. H. Wolf.....	7	104,050	St. W...	15	6	7,000	17,340	9
53	Bradley F. 9....	8	302,226	St. W...	18	14 <sup>1</sup> / <sub>2</sub>	16,790	21,210	3 <sup>2</sup> / <sub>4</sub>
54	Agawa.....	8	203,520	St. W...	14	13	14,540	15,660	1
55	W. D. Mathews..	8	214,260	St. W...	11	10 <sup>1</sup> / <sub>2</sub>	19,480	20,410	1 <sup>1</sup> / <sub>2</sub>
56	Kinmount.....	8	72,000	St. W...	6	4 <sup>1</sup> / <sub>2</sub>	12,000	16,940	1 <sup>3</sup> / <sub>4</sub>
57	Carruthers.....	8	203,890	St. W...	30	23 <sup>1</sup> / <sub>2</sub>	12,470	15,910	6 <sup>1</sup> / <sub>2</sub>
			89,080						
58	Corigan.....	8	380,150	St. W...	18	14 <sup>1</sup> / <sub>2</sub>	21,120	26,670	3 <sup>3</sup> / <sub>4</sub>
59	Wildar. F. 10...	8	199,550	St. W...					
			60,200	St. fx...	22 <sup>1</sup> / <sub>2</sub>	17	11,540	15,270	5 <sup>1</sup> / <sub>2</sub>
60	Domacona.....	8	25,150	Sp. W...	19	9 <sup>1</sup> / <sub>4</sub>	2,930	5,710	9 <sup>1</sup> / <sub>4</sub>
			30,490	Sp. B...					
61	Parks Foster..	8	18,200	St. fx...	6	5	16,530	19,840	1
			80,000	St. W...					
62	Beaverton.....	8	16,700	St. fx...	14	9	4,910	7,820	5
			52,000	St. W...					
63	McKee.....	9	118,000	St. W...	6	4	19,670	29,500	2
64	Corvus.....	9	252,810	St. W...	13 <sup>1</sup> / <sub>2</sub>	13	18,730	19,450	1 <sup>1</sup> / <sub>2</sub>
65	L. R. Davison...	9	82,000	Sp. W...					
			383,860	St. W...	27 <sup>1</sup> / <sub>2</sub>	27 <sup>1</sup> / <sub>2</sub>	13,430	13,430	
66	Winona. F. 11...	9	83,500	St. O...					
			55,050	St. W...	5	5	27,700	27,700	
67	J. T. Kopp.....	9	160,000	St. O...	13	12	30,150	32,670	1
			232,000	St. W...					
68	Scot Hero.....	10	47,630	Sp. O...	15	11	9,910	13,510	4
			36,000	St. B...					
			65,000	St. W...					
69	Athabasca.....	10	50,000	St. W...	4	4	12,500	12,500	
70	Rosemount.....	10	49,500	Sp. W...					
			12,000	St. W...	12	8	5,940	7,570	4
71	Barlunt.....	10	312,990	St. W...	20 <sup>3</sup> / <sub>4</sub>	20 <sup>1</sup> / <sub>4</sub>	17,840	18,480	1 <sup>1</sup> / <sub>2</sub>
72	T. Chief.....	10	161,230	St. O...	10	9	16,120	17,900	1
73	T. Crown.....	10	73,190	St. W...					
			53,940	St. O...	11	9	11,560	14,130	2
74	Sarman F. 12...	10	143,000	St. W...	9	7 <sup>1</sup> / <sub>2</sub>	15,900	19,070	1 <sup>1</sup> / <sub>2</sub>
75	Manitoba.....	11	43,000	St. W...	3	3	14,350	14,350	
76	Martian.....	11	203,200	St. W...	12	11 <sup>1</sup> / <sub>4</sub>	16,930	18,060	3 <sup>3</sup> / <sub>4</sub>
77	C. Wiston.....	11	150,000	St. B...	31	22	12,910	18,140	9
			250,000	St. W...					
78	Wahcondah.....	11	53,000	St. W...	8	7 <sup>1</sup> / <sub>2</sub>	6,630	8,160	1 <sup>1</sup> / <sub>2</sub>
79	Atikokan.....	11	104,410	Sp. W...	24	8 <sup>1</sup> / <sub>2</sub>	4,350	12,290	15 <sup>1</sup> / <sub>2</sub>
80	Newona.....	11	36,740	Sp. O...	28 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	5,310	10,430	14
			72,900	St. O...					
			41,600	St. W...					
81	Doric.....	11	112,480	St. W...	24 <sup>1</sup> / <sub>2</sub>	14	4,591	8,034	10 <sup>1</sup> / <sub>2</sub>
82	G. R. Crowe F. 13...	12	165,000	St. W...	8	7	20,700	23,600	1
83	Gordon.....	12	91,860	St. B...	16	8	5,750	11,490	8
84	Berlin.....	12	170,000	St. O...	6	4 <sup>3</sup> / <sub>4</sub>	28,340	35,790	1 <sup>1</sup> / <sub>4</sub>
85	Holmes.....	12	268,730	St. W...	18 <sup>1</sup> / <sub>2</sub>	17 <sup>1</sup> / <sub>2</sub>	14,530	15,360	1
86	T. H. Peavy.....	12	164,930	St. W...					
			110,000	St. fx...	23 <sup>1</sup> / <sub>2</sub>	16 <sup>3</sup> / <sub>4</sub>	7,450	10,450	6 <sup>3</sup> / <sub>4</sub>
87	Westmount.....	12	105,000	St. W...	10	7	10,500	15,000	3
88	Iroquois.....	13	125,000	St. W...	9	6 <sup>1</sup> / <sub>2</sub>	13,890	19,240	2 <sup>1</sup> / <sub>2</sub>
89	H. B. Nye.....	13	227,900	St. fx...	21	19	10,850	12,000	2
90	M. King F. 14...	13	42,900	Sp. W...	27	22 <sup>1</sup> / <sub>2</sub>	7,820	9,380	4 <sup>1</sup> / <sub>2</sub>
			163,300	St. W...					
91	Collingwood.....	13	240,630	St. W...	18	17 <sup>1</sup> / <sub>4</sub>	13,370	13,950	3 <sup>3</sup> / <sub>4</sub>
92	Stormount.....	13	72,000	St. W...	4	3	18,000	24,000	1
93	Paipoonge.....	13	41,000	Sp. W...	7	6	16,720	19,500	1
			76,000	St. W...					



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## EXHIBIT "H."—Continued.

## NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913 Oct.			Hours.	Hours.	Bushels.	Bushels.	Hours.
94	Yale.....	13	274,560	St. O...	10	7 <sup>3</sup> / <sub>4</sub>	27,450	35,430	2 <sup>1</sup> / <sub>4</sub>
95	Umbia.....	13	255,000	St. W...	7 <sup>1</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>4</sub>	32,900	32,900	
96	Warner.....	13	213,000	St. W...	9	7 <sup>3</sup> / <sub>4</sub>	23,670	27,480	1 <sup>1</sup> / <sub>4</sub>
97	Osler F. 15.....	14	111,000	St. O...	16	14 <sup>1</sup> / <sub>2</sub>	23,700	26,140	1 <sup>1</sup> / <sub>2</sub>
			268,000	St. W...					
98	Omega.....	14	2015 ton	Sergrs...	34 <sup>1</sup> / <sub>2</sub>	34 <sup>1</sup> / <sub>2</sub>	55 ton	55 ton	
99	Necbing.....	14	105,500	St. W...	10	9	10,550	11,730	1
100	Elphicke.....	14	106,000	St. W...	8	7 <sup>1</sup> / <sub>2</sub>	13,250	14,140	1 <sup>1</sup> / <sub>2</sub>
101	Stadacona.....	14	184,090	St. W...	27	23	14,860	17,440	4
			166,680	St. O...					
			50,290	St. fx...					
102	Wexford.....	14	40,080	St. O...	14 <sup>1</sup> / <sub>2</sub>	13	8,050	8,970	1 <sup>1</sup> / <sub>2</sub>
			76,560	St. W...					
103	Emp. Ft. Wm.....	14	119,200	St. W...	10	9	11,920	13,250	1
104	Meaford F. 16.....	14	108,385	St. W...	8	5	13,550	12,680	3
105	Drummond.....	14	36,000	St. W...	15	14	7,440	7,980	1
			75,609	St. fx...					
106	P. Minch.....	14	490,402	St. O...	30	24	16,346	20,440	6
107	G. A. Graham.....	15	153,053	St. O...	9	8	17,560	19,760	1
108	M. Prince.....	15	308,000	St. W...	9 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	32,420	39,740	1 <sup>3</sup> / <sub>4</sub>
109	Saxona.....	15	252,000	St. W...	13	12	19,390	21,000	1
110	Tagona.....	15	119,576	Sp. O...	15	7	7,970	17,080	8
111	Sheadle, F. 17.....	15	380,228	St. W...	29	28 <sup>3</sup> / <sub>4</sub>	13,120	13,230	1 <sup>1</sup> / <sub>4</sub>
112	Calgarian.....	15	40,000	St. fx...	15	13	6,050	6,980	2
			35,730	St. O...					
			15,000	St. B...					
113	W. S. Mack.....	16	200,180	St. W...	22 <sup>1</sup> / <sub>2</sub>	18 <sup>3</sup> / <sub>4</sub>	8,900	10,680	3 <sup>3</sup> / <sub>4</sub>
114	Kenora.....	16	53,370	St. O...	18	13 <sup>1</sup> / <sub>2</sub>	5,300	7,070	4 <sup>1</sup> / <sub>2</sub>
			42,000	St. fx...					
115	Keewatin.....	16	54,370	St. O...	8	8	7,220	7,220	
116	Bge. Aurora.....	16	115,000	St. W...	8	7	14,275	16,430	1
117	Mathews.....	16	211,000	St. W...	8 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	24,830	29,100	1
118	Maryland F. 18.....	16	130,000	St. W...	20	15 <sup>1</sup> / <sub>2</sub>	6,500	8,390	4 <sup>1</sup> / <sub>2</sub>
119	T. Court.....	16	111,820	St. W...	11	4	10,165	27,829	7
120	Durston.....	16	263,000	St. W...	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	26,970	26,970	
121	L. C. Smith.....	17	350,000	St. W...	17	16 <sup>1</sup> / <sub>2</sub>	29,590	21,220	1 <sup>1</sup> / <sub>2</sub>
122	Dundee.....	17	105,200	St. O...	8	5 <sup>1</sup> / <sub>2</sub>	15,825	22,760	2 <sup>1</sup> / <sub>2</sub>
			20,000	St. W...					
123	Edmonton.....	17	39,000	St. W...	28	13	4,760	10,240	15
			94,061	Sp. O...					
124	Hamiltonian.....	17	100,000	St. W...	12 <sup>1</sup> / <sub>2</sub>	11	8,000	10,000	1 <sup>1</sup> / <sub>2</sub>
125	H. W. Smith.....	17	150,000	St. W...	20	14 <sup>1</sup> / <sub>2</sub>	13,340	18,400	5 <sup>1</sup> / <sub>2</sub>
126	Sultana.....	17	295,000	St. O...	10	6 <sup>1</sup> / <sub>2</sub>	29,500	45,400	3 <sup>1</sup> / <sub>2</sub>
127	Emp. Midland.....	18	161,140	St. W...	15 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	11,120	9,310	1
128	Fairmount.....	18	69,000	St. W...	15 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	4,320	5,520	3
129	S. Hero.....	18	35,000	St. W...	21 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>	7,530	10,450	6
			70,070	Sp. O...					
			56,900	Sp. B...					
130	McKee.....	18	120,000	St. W...	14 <sup>1</sup> / <sub>2</sub>	14	8,270	8,570	1 <sup>1</sup> / <sub>2</sub>
131	Martian.....	18	198,280	St. W...	19	13	10,440	15,260	6
132	W. B. Davock.....	18	183,800	St. W...	20	15	13,660	18,220	5
133	Jenks, F. 20.....	18	190,413	St. W...	18	15	13,830	15,560	3
134	Wilkesbarre.....	18	205,058	St. W...	17	11	12,480	18,640	6
135	Emperor.....	18	342,000	St. W...	17	14	20,120	24,430	3
136	Sarnian.....	18	143,000	St. W...	8	7	17,860	20,430	1
137	W. G. Mather.....	18	376,000	St. W...	15	14	25,070	26,860	1
138	Plummer.....	16	90,216	St. O...	16	7 <sup>1</sup> / <sub>4</sub>	5,640	12,440	8 <sup>1</sup> / <sub>4</sub>
139	Vulcan.....	18	1835 ton	Serng...	17	17	108 tons		
140	B. L. Smith, F. 21.....	19	218,830	St. W...	18	17	12,160	12,870	1
141	Senator.....	19	219,080	St. W...	17	13	12,887	16,850	4
142	Newona.....	19	118,000	St. W...	7	4 <sup>1</sup> / <sub>4</sub>	16,870	27,770	2 <sup>1</sup> / <sub>4</sub>



EXHIBIT "H."—Continued.

NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913 Oct.			Hours.	Hours.	Bushels.	Bushels.	Hours.
143	Agawa.....	19	46,000	St. W...	23	15½	10,380	15,400	7½
			118,000	St. O...					
			74,700	Sp. O...					
144	Yosemite.....	19	216,190	St. W...	39	28½	5,543	7,583	10½
145	Carruthers.....	19	252,000	St. W...	32	20	11,625	18,600	12
			120,000	Sp. W...					
146	T. Barlum.....	19	308,000	St. W...	12	5	25,650	61,600	7
147	Neepawah, F. 22.....	19	100,000	St. O...	7	6	14,280	16,660	1
148	S. King.....	19	95,000	St. B...	19½	13	12,700	19,050	6½
			182,710	St. W...					
149	Manitoba.....	19	47,000	Sp. W...	6	4½	7,840	10,450	1½
150	Regina.....	20	117,650	St. O...	14¼	10	8,250	11,764	4¼
151	T. Cape.....	20	110,000	St. W...	21½	6½	5,116	16,930	15
152	Glenmount.....	20	72,000	St. W...	5	3¾	14,500	19,200	1¼
153	Mapleton.....	20	91,370	St. O...	15	10	8,160	12,240	5
			31,000	St. B...					
154	Meaford, F. 23.....	20	109,000	St. W...	9½	8½	11,470	13,210	1¼
155	Alberta.....	20	9,990	St. B...					
			53,000	St. W...	7	6¼	9,000	10,080	¾
156	Fordonian.....	20	75,000	St. W...	6	6	12,500	12,500	
157	Rogers.....	20	365,000	St. W...	31	28	11,775	13,040	3
158	W. W. Brown.....	20	153,282	St. O...	23	18¾	11,186	13,722	4¼
			472,000	St. B...					
			57,012	St. W...					
159	Canadian.....	20	78,116	Sp. fx...	20	11½	3,905	6,792	8½
160	J. F. Taylor.....	20	199,900	St. W...	11	10½	18,170	19,000	½
161	Kinmount, F. 24.....	21	112,080	St. W...	15	11	7,480	10,190	4
162	Jacques.....	22	113,700	St. O...	12	6¾	9,480	16,840	5¼
163	Collingwood.....	22	72,130	St. O...	32	27	9,000	10,640	5
			215,200	St. W...					
164	Rosemount.....	22	62,000	St. W...	12	6	5,170	10,340	6
165	Saunders.....	22	234,310	St. W...	14	12	16,740	18,750	1½
166	Corrigan.....	22	379,000	St. W...	33	30¼	11,490	12,530	2¾
167	Booth.....	22	247,000	St. W...	20	17½	12,350	14,120	2½
168	Westmount, F. 25.....	22	43,750	Sp. B...	9	4¼	11,730	20,100	4¼
			61,770	St. O...					
169	Strathcona.....	22	106,830	St. O...	17½	8½	6,110	12,570	9
170	Corvus.....	23	59,860	St. fx...	21	14	12,160	17,560	7
			69,640	St. B...					
			125,800	St. W...					
171	Earling.....	23	361,000	St. W...	25	21½	14,440	16,790	3½
172	Sonoma.....	23	247,500	St. W...	13	13	19,040	19,040	
173	T. Bay.....	23	2,788	Serng...	28	28	,100	,100	
174	Leafield.....	23	63,560	Sp. Wh.	19	9¾	3,350	6,520	9¼
175	W. Star, F. 26.....	23	258,021	St. W...	14¼	12½	17,795	20,640	2
176	Utley.....	24	352,000	St. W...	21½	18	16,770	19,600	3½
177	Sinaloa.....	24	243,685	St. W...	20	16	12,184	15,230	4
178	Winona.....	24	117,000	St. W...	10	3½	11,700	33,430	6½
179	T. Chief.....	24	110,000	St. W...	6¼	6	17,600	18,330	¼
180	Neebing.....	24	105,000	St. W...	4	4	26,250	26,250	
181	W. H. Wolf.....	24	349,000	St. W...	17¾	15	19,660	23,270	2¾
182	M. C. Smith, F. 27.....	24	234,000	St. W...	14½	14½	16,140	16,140	
183	Acadian.....	24	107,580	St. W...	14	11½	7,690	9,780	2½
184	Manitoba.....	25	35,670	St. W...	7¼	7¼	4,500	4,500	
185	A. E. Ames.....	25	12,810	St. O...	7½	4¾	11,200	17,680	2¾
			25,000	St. B...					
186	Seranton.....	25	103,000	St. W...	25¾	12¼	4,000	8,410	13½
187	Atiokokan, F. 28.....	25	110,000	St. W...	4	4	27,500	27,500	
188	Graham.....	25	113,000	St. W...	9½	7	11,900	16,100	2¼
189	Leonard.....	25	165,100	St. W...	25	19	9,420	12,340	6
			70,410	St. B...					
190	W. S. Mack.....	25	305,500	St. O...	15½	12½	19,710	24,440	3
191	Rosedale.....	25	101,000	St. O...	6½	6½	15,540	15,540	
192	T. Crown.....	25	109,500	St. W...	15	13½	7,300	8,120	1½



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## EXHIBIT "H."—Continued.

## NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913 Oct.			Hours.	Hours.	Bushels.	Bushels.	Hours.
193	Crowe.....	25	168,270	St. W...	19	12	8,860	14,030	7
194	Augustus, F. 29.....	26	350,000	St. fx...	38	25½	9,210	13,723	12½
195	Christopher.....	26	223,000	St. W...	26½	12¼	8,400	18,201	14¼
196	Cape.....	27	111,000	St. W...	23	11	4,830	10,000	12
197	McKee.....	27	120,000	St. W...	11	8	10,910	15,000	3
198	Hero.....	27	102,740	Sp. O...					
			20,000	St. W...					
			45,000	St. fx...	20	12½	8,387	13,419	7½
199	M. King.....	28	200,000	St. W...	19	18½	10,810	10,810	1½
200	Pellatt.....	28	88,500	St. O...	8½	7¼	10,352	12,203	1¼
201	Assinoboia, F. 30.....	26	24,190	Sp. O...					
			15,870	Sp. W...					
			11,440	St. W...	4¼	4¼	12,879	12,879	
202		28	117,500	St. O...					
			130,000	St. W...	18	9¾	15,750	27,500	8½
203	Omega.....	27		Serg.....	15	15			
204	Osler.....	28	326,000	St. W...	14	12½	23,285	26,080	1½
205	Nevada.....	29	30,557	St. O...					
			27,439	St. W...	25	12½	2,277	4,556	12½
206	Wexford.....	26	96,000	St. W...	8½	5½	14,770	17,450	3
207	M. Prince.....	26	317,000	St. W...	33	25	9,600	12,630	8
208	Emp. Midland, F. 31 ..	26	14,780	St. B...					
			56,500	St. W...					
			72,500	St. O...	12	8½	11,980	16,910	3½
209	W. L. Smith.....	26	224,560	St. W...	20	13	11,230	17,280	7
210	Meaford.....	26	75,000	St. O...	10¾	9	11,790	14,080	1¾
			51,690	Sp. W...					
211	Doric.....	27	153,000	St. O...	11½	8½	13,300	18,000	3
212	Sagamore.....	27	190,880	St. fx...	25	20¼	7,640	9,430	4¾
213	Newona.....	26	118,000	St. W...	8	8	14,750	14,750	
214	Paipoonge.....	26	117,190	St. W...	11¼	8	10,190	14,050	3¼
215	Ionic, F. 32.....	27	48,670	St. O...					
			21,000	Sp. O...	30½	13½	2,350	5,230	17
216	Court.....	26	110,500	St. W...	10¾	3½	10,280	31,570	7¼
217	Constitution.....	27	236,000	St. fz...	32	24	6,260	9,845	8
218	Martian.....	28	141,870	St. W...					
			60,681	St. fx...	33	19	6,138	10,600	14
219	Butler.....	30	266,660	St. W...	14¾	14¾	24,860	24,860	
220	Carruthers.....	30	370,000	St. W...	28	27½	13,214	13,454	½
221	Mathews.....	29	153,000	St. W...					
			50,000	Sp. W...	11½	9¼	18,450	21,950	2¼
222	Yale, F. 33.....	30	273,650	St. O...	10¼	9	24,880	30,410	1¼
223	Goulder.....	30	363,900	St. W...	16	13	22,734	27,992	3
224	Leaffield.....	29	78,500	St. W...	6	5½	13,090	14,280	½
225	Agawa.....	29	117,520	St. O...	9½	9½			
			77,000	St. W...					
			47,470	St. B...			25,480	25,480	
226	Keewatin.....	30	9,860	St. O...					
			25,000	St. W...					
			15,290	St. B...	8½	8¼	6,350	6,350	
227	Heffelfinger.....	30	272,300	St. W...	23	17	11,830	16,000	6
228	Yorkton.....	30	56,000	St. W...					
			24,060	Sp. W...	14¾	9¼	5,430	8,190	5
229	Fairmount, F. 34.....	30	69,000	St. W...	8	8	8,625	8,625	
230	Dunelm.....	30	115,000	St. O...	9½	8¾	12,105	13,257	¾
231	Sultana.....	30	183,200	St. O...					
			84,280	St. W...	25	16¼	10,700	16,464	8¾
232	Nye.....	29	60,000	St. B...					
			180,560	St. W...	15½	15	15,520	16,040	½
233	T. Bay.....	30		Serg.....	45	45			
234	Athabasca.....	31	45,000	St. W...	4	3			1
235	Brower.....	30	167,890	Sp. W...	27	19	6,950	8,830	8
236	Collingwood, F. 35.....	31	191,000	St. W...	16	12½	15,140	19,340	3½
			51,500	Sp. B...					



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EXHIBIT "H."—Continued.

NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913. Oct.			Hours.	Hours.	Bushels.	Bushels.	Hours.
237	Atikokan.....	31	111,000	St. W...	7½	5½	14,800	21,150	2
238	Edmonton.....	31	42,000	St. W...					
			48,440	St. O...	17½	11	5,210	8,270	6½
239	Graham.....	31	121,180	St. W...	16½	4½	7,350	8,270	12
240	Hawgood.....	31	252,000	St. W...	15½	13½	16,000	18,670	2½
241	Crown.....	31	111,000	St. W...	15½	12	7,400	9,250	3½
242	Iroquois.....	31	120,500	St. W...	15	14	8,040	8,610	1
243	Merida, F. 36.....	31	248,530	St. O...	10	9	24,850	27,610	1
244	Emperor.....	31	295,700	St. W...					
			48,000	Sp. W...	22	19½	15,625	17,625	2½

OCTOBER, 1913.

	In Harbour, Hours.	Loading Hours.	Lost Hours.
.....	135½	101½	34
.....	394	306½	87½
.....	391½	278¾	113
.....	428½	333	95½
.....	402¾	291¼	111½
.....	415½	320¾	94½
.....	346¼	302	44¼
.....	324¾	236	88
.....	353½	280	73½
.....	274	227½	46½
.....	367¼	248¾	118½
	3,833½	2,926 907½	907½
	3,833½	3,833½	



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## EXHIBIT "II."—Continued.

NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade	In Har- bour.	Land- ing	Boat Average.	Elevate Average.	Lost
		1913 Nov.			Hours.	Hours.	Bushels.	Bushels.	Hours.
245	Neebing, F. 37.....	1	105,000	St. W...	10 $\frac{1}{2}$	9	10,000	11,670	1 $\frac{1}{2}$
246	Gordon.....	1	92,720	St. B...	16	10	5,170	9,270	6
247	Rupert.....	1	127,030	St. O...	16	6 $\frac{1}{4}$	7,940	20,330	9 $\frac{1}{4}$
248	Cape.....	1	110,000	St. W...	5	5	22,000	22,000	
249	Hartnell, F. 28.....	1	295,800	St. O...	15 $\frac{1}{4}$	10 $\frac{3}{4}$	10,565	27,520	4 $\frac{1}{2}$
250	Warner.....	1	16,140	St. W...					
			80,870	St. O...	23	17	10,520	15,130	6
251	Michigan.....	1	375,900	St. W...	29	23	12,961	13,190	6
252	G. W. Peavey.....	1	159,000	St. F...					
			104,800	St. W...	32	22 $\frac{1}{2}$	8,245	11,990	9 $\frac{1}{2}$
253	Queen.....	1	77,000	St. W...	29 $\frac{1}{2}$	6 $\frac{1}{4}$	4,219	12,320	23 $\frac{1}{4}$
254	Alberta.....	1	55,000	St. W...	8 $\frac{1}{2}$	8 $\frac{1}{2}$	6,480	6,480	
255	Stanton.....	1	345,630	St. W...	38	24	9,090	14,400	14
256	Weston F. 39.....	2	140,700	St. B...					
			256,000	St. W...	28	17	6,740	23,330	21
257	Stadacona.....	3	65,000	St. B...					
			411,120	St. O...	33	30	14,430	16,190	3
258	Paipoonge.....	3	118,000	St. W...	17	6 $\frac{1}{2}$	6,870	18,160	10 $\frac{1}{2}$
259	Kinmount.....	3	90,000	St. B...	15	5	6,000	18,000	10
260	Saxona.....	3	249,000	St. W...	24 $\frac{1}{2}$	22 $\frac{1}{2}$	10,270	11,190	2
261	Kotcher.....	2	257,400	St. W...	30	20 $\frac{1}{2}$	8,580	12,560	9 $\frac{1}{2}$
262	Onoko.....	3	122,200	Sp. O...	22	19 $\frac{1}{4}$	5,560	6,420	2 $\frac{1}{4}$
263	Rosemount, F. 40.....	3	60,000	St. W...	9	4	6,670	15,500	5
264	Oliver.....	3	192,090	St. W...					
			124,530	St. O...	41	20 $\frac{1}{2}$	7,730	15,450	20 $\frac{1}{2}$
265	Wisconsin.....	2	257,000	St. W...	15 $\frac{1}{2}$	15 $\frac{1}{2}$	16,580	16,580	
266	Cadillac.....	2	64,850	St. W...	22 $\frac{1}{2}$	10 $\frac{1}{2}$	2,880	6,190	12
267	McKee.....	3	129,800	St. W...	7 $\frac{1}{2}$	7	17,320	17,550	$\frac{1}{2}$
268	Vulcan.....	4	1,840t	s.....	20 $\frac{1}{2}$	20 $\frac{1}{2}$			
				Scrngs..					
269	Glenmount.....	3	54,000	St. W...					
			51,180	Sp. W...	15 $\frac{1}{2}$	9	6,785	11,660	6 $\frac{1}{2}$
270	Pontiac.....	2	3,600	.....	35	35			
				Scrngs..					
271	Beaverton, F41.....	3	61,900	St. O...	20	5 $\frac{1}{2}$			
			35,000	St. W...			4,850	16,850	14 $\frac{1}{2}$
272	Newona.....	3	59,200	Sp. O...					
			109,320	St. O...	25	17	6,740	9,920	8
273	M. Chunk.....	4	209,300	St. W...	47	24	4,480	8,770	23
274	S. Hero.....	1	130,000	St. W...	7 $\frac{1}{2}$	6 $\frac{1}{4}$	17,340	20,800	1 $\frac{1}{4}$
275	Calgarian.....	4	31,000	St. F...					
			27,000	St. O...	25	7	3,000	10,570	18
276	Meaford.....	5	108,000	St. W...	5	4 $\frac{1}{2}$	21,600	24,000	$\frac{1}{2}$
277	Rogers.....	4	365,000	St. W...	31 $\frac{1}{2}$	24 $\frac{1}{2}$	11,600	15,050	7
278	J. E. Upson.....	5	340,400	St. W...	27	17 $\frac{1}{2}$	12,720	20,000	9 $\frac{1}{2}$
279	Westmount.....	4	70,000	St. W...	24 $\frac{1}{2}$	3	2,860	23,340	21 $\frac{1}{2}$
280	Sarnian.....	4	161,600	St. W...	33	18 $\frac{1}{2}$	4,900	8,700	14 $\frac{1}{2}$
281	Kaministiquia.....	5	118,580	St. W...	17 $\frac{1}{4}$	11 $\frac{3}{4}$	6,780	10,090	5 $\frac{1}{2}$
282	Prince.....	4	87,000	St. W...					
			220,000	Sp. W...	42 $\frac{1}{2}$	22 $\frac{1}{2}$	4,950	13,650	20
283	Oglebay.....	5	94,680	St. W...					
			75,190	Sp. W...	36	17 $\frac{1}{2}$	4,710	9,710	18 $\frac{1}{2}$
284	Zimmerman.....	5	90,000	St. O...					
			272,000	St. W...	15 $\frac{3}{4}$	14 $\frac{3}{4}$	23,000	24,500	1
285	Hamiltonian.....	5	42,000	St. F...					
			32,000	St. W...	10	7	7,400	10,570	3
286	Cape.....	6	111,300	St. W...	10	8 $\frac{1}{4}$	11,300	13,500	1 $\frac{3}{4}$
287	Taurus F. 43.....	5	93,530	St. O...					
			62,160	Sp. F...					
			69,170	St. B...					
			65,000	St. W...	20	16	14,500	18,120	4
288	W. S. Mack.....	5	303,800	St. O...	13	10 $\frac{1}{2}$	23,370	28,940	2 $\frac{1}{2}$
289	Court.....	6	123,570	St. B...	15 $\frac{1}{4}$	13 $\frac{3}{4}$	7,850	8,990	2
290	Wexford.....	6	96,000	St. W...	7	5 $\frac{1}{2}$	16,000	17,450	1 $\frac{1}{2}$



EXHIBIT "H."—Continued.

NAMES OF VESSELS, BUSHEL, ETC.

No.	Vessel.	Date.	Cargo.	Grain.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913 Nov.			Hours.	Hours.	Bushels.	Bushels.	Hours.
291	Sheadle.....	6	373,000	St. W...	11½	10½	33,430	35,530	1
292	Agawa.....	6	203,200	St. W...	7	7	29,030	29,030	...
293	Thyra Menier.....	7	93,700	St. O...	26½	7¾	3,550	12,090	18¾
294	Carruthers.....	7	183,630	Sp. W...					
			190,820	St. W...	27	33	10,120	11,346	4
295	E. Ft. William.....	7	125,360	Sp. O...	20	12	6,270	10,450	8
296	Keewatin.....	5	30,200	Sp. O...					
			25,000	St. B...					
			23,600	St. F...	7	7	11,255	11,255	
297	City Berlin.....	7	170,000	St. O...	9	7½	18,890	22,680	1½
298	Graham.....	7	158,000	St. O...	8½	6¾	18,590	23,410	1¾
299	Neebing (F45).....	7	112,500	St. B...	30	21	3,750	5,360	9
300	Ep. Midland.....	7	123,480	St. W...	12	12	10,740	10,740	
301	T. Crown.....	8	40,000	St. W...					
			75,000	St. B...	13	12	8,850	9,580	1
302	W. H. Wolf.....	7	374,530	St. W...	31	19	12,080	19,720	12
303	Collingwood.....	7	232,000	St. W...	13	10½	17,846	22,000	2½
304	Manitoba.....	8	4,500	St. W...					
			40,000	St. B...	7½	7½	5,940	5,940	
305	Donnacona.....	8	82,000	St. W...	15	5	5,470	16,400	10
306	Glenellah.....	9	50,000	St. O...					
			66,000	St. W...	5	5	23,500	23,500	
307	Stewart.....	8	211,880	St. W...	24	11½	8,830	18,840	12¾
308	Hutchinson.....	8	186,000	St. W...					
			86,800	St. F...					
			95,000	St. B....	21	18	13,630	21,320	3
309	Wahcondah.....	9	73,000	St. W...	13	4¾	5,620	15,400	8½
310	Kenora.....	9	19,256	Sp. W...					
			55,000	St. O...					
			16,000	St. W...	21½	11½	4,200	7,370	10½
311	Nottingham.....	8	64,330	St. B...					
			167,500	St. W...	48½	25	4,690	9,280	23½
312	Franz.....	9	198,500	St. W...	9	9	22,060	22,060	
313	Smith.....	9	135,000	St. W...	9½	8½	25,270	27,650	1
314	Martian.....	10	196,500	St. W...	17	17	11,560	11,560	
315	Osler.....	7	311,000	St. O...	16	15			
			152,000	St. W...			29,840	30,870	1
316	Paipoonge F 47.....	12	164,000	St. O...	10	7½	16,400	22,000	2½
317	Canadian.....	10	29,640	Sp. O...					
			45,390	St. W...					
			19,170	Sp. B...	38	14½	2,480	6,610	23¾
318	Assiniaboia.....	11	20,000	St. B...					
			16,000	St. W...					
			35,000	St. O...	4	4	17,750	17,750	
319	Sullivan.....	12	139,500	St. F...					
			255,000	St. W...	39	30½	10,100	11,110	8½
320	Fordonian.....	11	126,000	St. W...	12½	10½	10,080	12,000	2
321	Sultana.....	12	189,000	St. W...	8	8	23,630	23,630	
322	Prince.....	11	236,000	St. W...					
			70,000	Sp. W...	23	19½	13,300	15,700	3½
323	Corunna.....	11	27,790	St. W...					
			17,980	Sp. W...	24	7½	1,190	6,120	16½
324	Riddle.....	12	36,500	St. W...	12½	12½	29,200	29,200	
325	King F 48.....	12	200,000	St. W...	10½	10½	19,050	19,050	
326	Wells.....	12	246,000	St. W...	7½	7½	32,800	32,800	
327	L. C. Smith.....	13	240,000	St. W...	10	10	24,000	24,000	
328	McKee.....	12	77,150	St. W...					
			67,460	St. O...	11	11	13,150	13,150	
329	Keewatin.....	12	65,000	St. O...					
			18,000	St. W...	4	4	20,750	20,750	
330	Newona.....	12	84,000	St. B...					
			43,710	Sp. B...	10	8½	12,770	15,030	1½
331	Doric.....	12	153,950	St. O...	7½	6¾	10,270	11,400	¾
332	Winona.....	12	115,000	St. W...	4½	4½	28,750	28,750	
333	Meaford.....	12	60,000	St. B...					
			56,000	St. W...	8½	5½	13,650	21,090	3



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## EXHIBIT "H."—Continued.

NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grain.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913 Nov.			Hours.	Hours.	Bushels.	Bushels.	Hours.
334	Augustus.....	12	257,110 92,900	St. F... Sp. F...	44	36 $\frac{1}{4}$	8,410	10,070	7 $\frac{1}{4}$
335	Fairmount.....	13	60,000 61,430	St. O... Sp. O...	21 $\frac{1}{2}$	6 $\frac{1}{4}$	5,650	19,430	15 $\frac{1}{2}$
336	Cape.....	13	37,650 72,760	St. F... St. W...	10 $\frac{1}{2}$	6	10,520	18,400	4 $\frac{1}{2}$
337	Kaministiquia.....	14	119,670	St. W...	12 $\frac{1}{2}$	8	9,580	14,960	4 $\frac{1}{2}$
338	Robbins.....	13	334,000	St. O...	10	7	33,400	47,720	3
339	Hero.....	13	20,000 80,000	St. B... St. W...					
			12,130	St. F...	17 $\frac{3}{4}$	14	7,300	9,370	3 $\frac{3}{4}$
340	Agawa.....	14	94,110	St. W...					
			79,160	St. B...	16	10 $\frac{3}{4}$	10,830	16,120	5 $\frac{1}{4}$
341	Craig, F. 50.....	14	212,000	St. W...	9 $\frac{1}{2}$	8 $\frac{1}{2}$	22,320	24,940	1
342	Crowe.....	14	35,000	Sp. W...					
			131,770	St. W...	15	6	11,120	27,800	9
343	Tagona.....	14	84,620	St. O...					
			35,970	Sp. O...	19	10	6,360	12,070	9
344	Sonora.....	14	189,000	St. W...	16 $\frac{1}{2}$	10	11,460	18,900	6 $\frac{1}{2}$
345	Butler.....	14	360,000	St. W...	12 $\frac{1}{2}$	12 $\frac{1}{2}$	28,800	28,800	
346	Neebing.....	15	105,000	St. W...	13	4	8,080	26,250	9
347	Leonard.....	15	227,500	St. W...	8 $\frac{1}{4}$	8 $\frac{1}{4}$	27,560	27,560	
348	F. H. Peavey.....	15	159,330	St. W...					
			100,080	Sp. W...	24	18 $\frac{1}{4}$	10,810	14,220	5 $\frac{3}{4}$
349	Iroquois F 50.....	15	79,610	St. O...					
			89,380	Sp. O...	24	13 $\frac{1}{4}$	7,040	12,750	10 $\frac{3}{4}$
350	Dundee.....	15	64,500	St. F...	13	11 $\frac{1}{2}$	4,970	5,610	1 $\frac{1}{2}$
351	Ionic.....	15	29,890	St. O...					
			13,710	St. B...					
			15,000	St. Wm.	23	6 $\frac{1}{4}$	2,550	9,380	16 $\frac{3}{4}$
352	Curry.....	16	220,000	St. W...	13 $\frac{1}{2}$	13 $\frac{1}{2}$	1,640	1,640	
353	Schoonmaker.....	15	435,000	St. W...	9 $\frac{1}{2}$	9	45,790	48,340	1 $\frac{1}{2}$
354	Amazona.....	15	121,000	St. F...	10 $\frac{1}{2}$	9	12,100	13,450	1 $\frac{1}{2}$
355	Jacques.....	16	112,000	St. W...	13	11	8,620	10,170	2
356	Graham F. 52.....	16	112,000	St. W...	10	10	11,200	11,200	
357	Court.....	16	155,650	St. O...	11	9	14,150	17,300	2
358	Carnegie.....	16	297,820	St. O...	34	12	8,760	24,820	22
359	Neepawah.....	16	59,000	St. fx...	10 $\frac{1}{2}$	8 $\frac{3}{4}$	5,620	6,750	1 $\frac{3}{4}$
360	Garretson.....	16	353,720	St. W...	31	13	11,410	27,210	18
361	Mathews.....	17	101,060	St. W...					
			99,000	Sp. W...	18 $\frac{3}{4}$	15	10,670	13,330	3 $\frac{3}{4}$
362	Shenango.....	17	400,100	St. W...	25 $\frac{1}{2}$	25 $\frac{1}{2}$	15,690	15,690	
363	Collingwood F. 53.....	15	233,380	St. W...	10 $\frac{1}{2}$	10 $\frac{1}{2}$	22,210	22,210	
364	Crown.....	16	110,000	St. W...	5	4 $\frac{1}{4}$	22,000	26,000	3 $\frac{3}{4}$
265	J. J. Brown.....	16	269,420	St. W...	16	12	16,840	22,460	4
366	Plummer.....	16	89,500	St. O...	5	4	17,900	22,380	1
367	Paine.....	17	222,000	St. fx...	18	17	17,890	18,950	1
368	Christopher.....	17	220,000	St. W...	11	8 $\frac{1}{4}$	20,000	26,670	2 $\frac{3}{4}$
369	Stormount.....	17	106,120	Sp. W...	14 $\frac{1}{2}$	7 $\frac{3}{4}$	7,320	13,700	6 $\frac{3}{4}$
370	Warner, F. 54.....	17	205,000	St. W...	12	12	17,000	17,000	
371	Emp. Fort William.....	18	116,000	St. W...	7	4	22,300		3
372	Rosemount.....	18	80,000	St. O...					
			23,050	Sp. W...	19	6 $\frac{3}{4}$	5,430	19,640	12 $\frac{1}{4}$
373	Meaford.....	18	108,000	St. W...	11 $\frac{1}{4}$	9 $\frac{1}{4}$	9,600	11,700	2
374	Westmount.....	18	106,000	St. W...	9	9	17,780	17,780	
375	Newona.....	19	116,000	St. W...	8	8	14,500	14,500	
376	J. E. Davidson.....	18	330,000	St. W...	17	17	19,420	19,420	
377	W. H. Wolfe.....	18	151,000	St. O...	16	7	9,440	21,580	9
378	W. H. Smith.....	19	98,530	St. O...					
			177,590	St. W...	19	15 $\frac{1}{2}$	14,540	17,800	3 $\frac{1}{2}$
379	J. J. Barlum.....	19	315,000	St. W...	23	15 $\frac{1}{2}$	13,700	20,330	7 $\frac{1}{2}$
380	Glenmount.....	18	107,000	St. W...	9	6 $\frac{1}{2}$	11,900	16,470	2 $\frac{1}{2}$
381	Prince.....	19	300,000	St. W...	11 $\frac{1}{2}$	14 $\frac{1}{2}$	20,690	20,690	



EXHIBIT "H."—Continued.

NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grain.	In Har- bour.	Load- ing.	Boat Average.	Elevator. Average.	Time. Lost.
		1913 Nov.			Hours.	Hours.	Bushels.	Bushels.	Hours.
382	D. F. Jones.....	19	363,500	St. W...	20½	20½	17,740	17,740	
383	Keewatin.....	20	40,000	St. W...	4	4	10,000	10,000	
384	Winona.....	20	114,000	St. W...	6½	6½	17,540	17,540	
385	Hart.....	19	218,000	St. W...	13	11½	16,800	19,380	1½
386	Kaministiquia.....	20	118,980	St. W...	8½	8½	14,000	14,000	
387	Laughlin.....	19	589,100	St. O...	24½	24½	24,300	24,300	
388	Wallace.....	19	264,000	St. W...	22	11	12,000	24,000	11
389	American.....	20	110,200	Sp. fx...	18	8½	6,130	13,000	9½
390	McKee (F. 56).....	18	117,780	St. W...	8½	8½	13,860	13,860	
391	Merida.....	18	178,000	St. W...	11	8	17,000	22,300	3
392	Corrigan.....	18	359,080	St. W...	30	17	12,000	21,300	13
393	Yorkton.....	18	100,639	St. B...	11	8½	9,150	11,500	2½
394	Kinnmount.....	18	112,242	St. W...	13	9½	8,640	11,820	3½
395	Atikokan.....	18	54,000	St. fx...					
			54,200	St. W...	15½	8	6,980	13,530	7½
396	Osler.....	20	324,000	St. W...	12	12	27,000	27,000	
397	McKinstry.....	21	105,120	St. W...	19	8½	5,540	12,300	10½
398	Rees.....	20	155,000	St. W...					
			55,000	St. fx...	18½	14	11,150	15,050	4½
399	Ames (F. 57).....	20	95,000	St. O...	7	4½	13,600	21,200	2½
400	Sarnian.....	22	50,000	St. W...					
			93,000	St. fx...	17½	12½	8,170	11,440	5
401	Neebing.....	22	104,925	St. W...	7	5½	11,660	19,080	1½
402	Hero.....	22	92,220	St. W...					
			32,822	St. fx...	14	9½	9,000	13,200	4½
403	Emperor.....	21	211,400	St. W...					
			120,000	Sp. W...	19	12	17,440	27,620	7
404	Saskatoon.....	21	59,000	St. W...					
			37,820	Sp. W...	13	4½	7,450	21,520	8½
405	Pollock.....	22	268,000	St. W...	21	20	12,800	13,400	1
406	W. G. Mather.....	22	135,000	St. W...					
			288,000	St. B...	47	30½	9,000	11,590	10½
407	Stanton (F. 58).....	22	234,000	St. W...					
			129,200	St. B...	19	14	19,200	26,000	5
408	Manitoba.....	22	40,000	Sp. W...	4	4	7,000	7,000	
409	Strathcona.....	23	98,400	St. W...	19	6	5,200	18,750	13
410	Booth.....	23	245,000	St. W...	12	11	20,400	21,300	1
411	Erling.....	22	112,000	St. fx...					
			130,000	St. W...	24	23	15,200	15,800	1
412	Pellett.....	23	87,850	St. O...	18¾	8¾	4,700	10,040	10
413	Hebard.....	23	229,000	St. W...					
			113,700	St. fx...	21½	21½	15,700	15,900	
414	W. Scranton.....	23	242,500	St. W...	16¼	14¼	14,480	16,400	2
415	Vulcan.....			(Scrngs)					
416	Stewart.....	23	68,000	St. W...					
			92,200	St. B...					
			75,680	Sp. B...	28	17½	8,430	13,500	10½
417	Assinaboia (F. 59).....	24	70,000	Sp. W...	13	13	5,400	5,400	
418	King.....	23	200,000	St. W...	11	8½	18,100	23,400	2½
419	Franz.....	22	220,600	St. O...					
			69,500	St. B...	10	10	29,000	29,000	
420	Maruba.....	24	112,000	St. fx...	19¼	12¾	5,790	8,800	6½
421	P. Colborne.....	24	83,000	St. W...	11	6	7,550	13,800	5
422	S. Parks.....	25	592,000	St. O...	18¼	15	32,900	39,500	3¼
423	Luzon.....	24	300,000	St. O...	15	14	20,000	21,430	1
424	Wickwire.....	25	297,000	St. W...	15	11	19,800	27,000	4
425	Fr Taylor.....	25	58,000	St. W...					
			132,000	Sp. W...	31	15½	6,130	12,300	15½
426	Rosedale (F. 60).....	25	79,800	St. W...	7½	7	10,650	11,400	½
427	Ranney.....	25	264,900	St. W...	17½	17½	15,100	15,100	
428	M. Mullen.....	24	248,000	Sp. fx...	27	15	9,200	16,500	12
429	Gordon.....	25	104,160	Sp. O...					
			38,240	St. W...	18½	16½	5,630	6,320	2
430	Norway.....	25	340,330	St. W...	13	9½	26,180	35,800	3½



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## EXHIBIT "H."—Continued.

## NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grain.	In Har- bour.	Load- ing.	Boat Average.	Elevator. Average	Time. Lost
		1913 Nov.			Hours	Hours	Bushels	Bushels	Hours
431	Edmonton.....	25	94,800	St. W...	8½	7	11,200	13,550	1½
432	W. Ames.....	25	244,700	St. W...					
			148,500	St. B...	33	19	11,920	20,700	14
433	Sonoma.....	25	242,000	St. W...	17	11½	14,240	20,000	5½
434	Kewatin.....	27	70,000	St. W...	6	6	11,600	11,600	
435	Natironco.....	25	66,130	St. O...	17½	10	3,780	6,600	7½
436	Kaministiquia (F. 61)...	26	78,200	Sp. Wht	15	8	7,880	14,800	7
			40,000	St. Wht					
437	Cowle.....	26	160,000	St. Wht					
			*1940,000	St. Wht	19¾	16	17,900	22,100	3¾
438	Nicholas.....	24	43,000	Sp. fx...					
			99,000	St. fx...	57	22	2,500	6,500	35
439	Agaw.....	26	122,000	St. Wh.					
			69,000	Sp. Wh.	19	14	10,050	13,650	5
440	Martian.....	26	184,000	St. Wh.	6	6	30,700	30,700	
441	Doric.....	26	110,000	St. Wh.	11	8¾	10,000	12,580	2¼
442	Harvester.....	26	386,000	St. Wh.	31	28			6
443	Alberta.....	26	35,000	St. Wh.					
			18,500	Sp. Wh.	7	7	7,700	7,700	
444	Collingwood.....	26	220,000	St. Wh.	12	12	18,300		
445	J. E. Upson.....	27	335,000	St. Wh.	22	12	16,050	29,420	10
446	Champlain (F. 62).....	26	110,000	St. Wh.					
			195,000	Sp. Wh.	23	17	13,200	18,000	6
447	Block.....	26	574,420	St. O...	30	17	18,480	32,600	13
448	P. Minch.....	27	310,500	St. W...	9	7	34,500	44,360	2
449	Davock.....	27	252,000	St. W...	29	10	8,700	25,200	19
450	Spokane.....	27	51,490	Sp. W...					
			75,010	St. W...	45	12	2,480	10,550	33
451	T. Adams.....	27	206,960	St. fx...	71	23¾	3,000	9,000	47
452	McKee.....	27	118,490	St. W...	14	9	8,470	13,970	5¾
453	Dunham.....	27	251,300	St. W...	28½	17¾	8,820	14,160	10¼
454	Craig.....	27	206,500	St. W...	26	12	7,940	17,200	14
455	W. S. Mack.....	28	299,000	St. O...	35	13	8,460	23,000	22
456	Fairmount (F. 63).....	27	105,000	St. W...	15¾	8½	8,250	12,350	7¼
457	Iroquois.....	28	120,000	St. W...	13	13	10,760	10,760	
458	Emp. Ft. Wm.....	28	168,200	St. O...	19½	10	8,600	16,820	9½
459	Ball Bros.....	27	476,170	St. O...	37	9¾	12,800	48,800	27¼
460	Denmark.....	28	405,470	St. O...	27	15¾	15,000	25,300	11¼
461	Merida.....	28	245,000	St. O...	18½	11	13,300	22,000	7½
462	Meaford.....	28	100,000	St. W...	7½	5½	13,300	18,100	2
463	Taurus.....	28	237,520	St. fx...	20	19	11,750	12,500	1
464	C. W. Watson.....	28	117,000	St. B...					
			62,000	St. fx...					
			66,815	St. W...	17	13	18,900	14,400	4
465	Stadacona (F. 64).....	29	64,167	St. B...	22¾				
			293,000	St. W...		21	16,200	17,000	1¾
466	Graham.....	28	68,000	St. B...					
			46,270	Sp. B...	33½	9¾	3,400	11,000	23½
467	Victory.....	29	250,560	St. W...	45	13½	5,500	18,500	31½
468	Coulby.....	28	335,990	St. W...	75	32			43
469	Munro.....	28	357,500	St. W...	32	25½	11,000	14,000	6½
470	S. Mather.....	29	250,000	St. W...					
			141,000	St. B...	51½	26½	7,590	14,900	25
471	T. Barlum.....	29	259,000	St. B...					
			142,000	St. O...	41	22¾	9,800	17,500	18½
472	Yates.....	29	167,500	Sp. W...					
			179,330	St. W...	54¾	26¾	6,330	12,900	28
473	Netleton.....	28	105,000	St. fx...					
			235,000	St. W...	61	29	5,580	11,730	32
474	Algonquin (F. 65).....	29	94,000	St. W...	15	14	6,270	6,720	1
475	Paipoonge.....	29	158,630	St. O...	13	10	12,200	15,800	3
476	Westmount.....	29	117,190	St. B...	33	5¾	3,551	19,531	27¼
477	Atikokan.....	29	104,520	St. W...	15	12¾	7,210	8,200	2¼
478	Wolf.....	28	333,310	St. W...	18¾	13¾	17,780	24,670	5¼
479	Neebing.....	30	100,270	St. W...	31½	8	3,200	12,500	23½



EXHIBIT "H."—Continued.

NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grain.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913. Nov.			Hours.	Hours.	Bushels.	Bushels.	Hours
480	Osler.....	29	320,590	St. W...	28	27	11,460	11,870	1
481	Millinokett.....	29	220,000	St. W...					
			100,140	Sp. W...	78½	29½	4,050	10,850	49
482	Crowe (F. 66).....	30	76,000	St. W...					
			86,960	Sp. W...	46	18¾	3,540	10,390	21¼
483	Beaverton.....	29	85,700	Sp. O...	30	13½	4,040	8,800	16¼
			35,000	St. W...					
484	Bradley.....	30	60,000	St. W...					
485	.....		206,960	Sp. W...	73¾	24½	3,600	11,120	49¼
	M. C. Smith .....	29	184,500	St. W...					
			75,590	St. O ..	27	19½	9,600	13,300	7½
486	Fitzgerald.. .....	30	247,810	St. W...	68	28½	3,650	8,700	39½
487	Holmes .....	30	251,530	St. W...	16	16	15,700	15,700	
488	McKinstry.....	30	147,900	St. O ..	29	8½			20½
489	Aurora.....	29	195,000	St. O ..	9½	9½	20,500	20,500	
490	Bartow (F. 67) .....	30	525,000	St. O ..	33½	33½	15,600	15,600	
491	Winona.....	29	116,100	St. fx ..	7	6¼	16,600	18,500	¾
492	Rhodes .....	30	338,823	St. O ..	58	9½	5,840	35,650	48½
493	Christopher.....	30	325,000	St. O...	32½	5½	10,000	59,000	27
494	Gilbert.. .....	30	136,000	St. W...	11	8¼	11,340	15,550	2¼
495	L. C. Smith.....	30	390,000	St. B...	57	18½	6,850	21,300	28¾
496	Emp. Midland.. .....	30	123,000	St. W...	13½	9½	9,100	13,000	4
497	Hamiltonian.....	30	106,000	St. W...	6	6	17,600	17,600	
498	Wolvin.....	30	366,000	St. W...	48	18½	7,630	19,760	29½
499	Crown (F. 68).....	30	153,560	St. O...	20½	8½	2,330	18,065	12
500	Newona.....	30	112,540	Sp. W...	62	18	1,820	6,250	44
501	Berry.....	30	241,940	St. W...					
			110,000	St. O...	34½	17¼	10,200	20,400	17¼
502	Brower.....	30	194,430	St. fx...	39	12½			26½
503	Haddington.....	30	16,190	Sp. W...					
			49,670	St. W...	41	5¾	1,600	11,480	35¼
504	Augustus.....	30	100,000	St. W...					
			256,550	St. fx...	41½	12	8,368	28,942	29½
505	Court.....	29	31,700	St. O...					
			16,400	St. W...	48	7			41
506	Dunelm.....	30	104,000	St. W...	8	6½	14,900	16,000	1½
507	McIntosh (F. 69).....	30	323,000	St. W...	64¾	10½	5,000	30,800	54¼
508	Berlin.....	30	166,000	St. O...	9½	9½	17,470	17,470	
509	Mapleton.....	30	128,340	St. O...	6¼	4½	21,400	28,580	1¾



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EXHIBIT "H."—Continued.  
NAMES OF VESSELS, BUSHELS, ETC.

NOVEMBER, 1913.

	In Harbour Hours.	Loading Hours.	Lost Hours.
Folio 12.....	568 <sup>3</sup> / <sub>4</sub>	385	183 <sup>3</sup> / <sub>4</sub>
" 13.....	451 <sup>1</sup> / <sub>4</sub>	272 <sup>3</sup> / <sub>4</sub>	178 <sup>1</sup> / <sub>2</sub>
" 14.....	398	270 <sup>3</sup> / <sub>4</sub>	127 <sup>1</sup> / <sub>4</sub>
" 15.....	304 <sup>1</sup> / <sub>2</sub>	234 <sup>1</sup> / <sub>4</sub>	70 <sup>1</sup> / <sub>4</sub>
" 16.....	312 <sup>1</sup> / <sub>2</sub>	203	109 <sup>1</sup> / <sub>2</sub>
" 17.....	429 <sup>1</sup> / <sub>2</sub>	324 <sup>1</sup> / <sub>2</sub>	105
" 18.....	376	265 <sup>3</sup> / <sub>4</sub>	110 <sup>1</sup> / <sub>4</sub>
" 19.....	339 <sup>1</sup> / <sub>2</sub>	251 <sup>3</sup> / <sub>4</sub>	87 <sup>3</sup> / <sub>4</sub>
" 20.....	224 <sup>1</sup> / <sub>4</sub>	139 <sup>1</sup> / <sub>2</sub>	84 <sup>3</sup> / <sub>4</sub>
" 21.....	577 <sup>3</sup> / <sub>4</sub>	317 <sup>3</sup> / <sub>4</sub>	260
" 22.....	725	359 <sup>3</sup> / <sub>4</sub>	365 <sup>1</sup> / <sub>4</sub>
" 23.....	864 <sup>3</sup> / <sub>4</sub>	334 <sup>1</sup> / <sub>4</sub>	530 <sup>1</sup> / <sub>2</sub>
	5,571 <sup>3</sup> / <sub>4</sub>	3,359	2,212 <sup>3</sup> / <sub>4</sub>
		2,212 <sup>3</sup> / <sub>4</sub>	
		5,571 <sup>3</sup> / <sub>4</sub>	



EXHIBIT "H."—Continued  
NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade.	In Har- bour.	Load- ing.	Boat Average.	Elevator Average.	Time Lost.
		1913.			Hours.	Hours.	Bushels.	Bushels.	Hours.
510	Emperor (F. 70).....	2	335,000	St. W...	77	15 <sup>1</sup> / <sub>2</sub>	4,350	20,333	61 <sup>1</sup> / <sub>2</sub>
511	St. W...	1	271,519	St. B...	38	24 <sup>1</sup> / <sub>4</sub>	7,200	11,400	13 <sup>3</sup> / <sub>4</sub>
512	Kinmount.....	1	112,000	St. W...	12	7 <sup>1</sup> / <sub>4</sub>	9,330	14,900	4 <sup>1</sup> / <sub>2</sub>
513	Calgarian.....	1	103,000	St. W...	11	8 <sup>1</sup> / <sub>2</sub>	9,360	12,210	2 <sup>1</sup> / <sub>2</sub>
514	Assiniboia.....	2	70,000	St. W...	5	5	11,000	11,000	
515	Dope.....	2	352,000	Sp. W...	139	31 <sup>1</sup> / <sub>2</sub>	2,530	11,200	107 <sup>1</sup> / <sub>2</sub>
516	Perdonian.....	3	165,210	St. O...	140	15 <sup>1</sup> / <sub>2</sub>	1,180	10,658	124 <sup>1</sup> / <sub>2</sub>
517	Queen.....	1	87,990	St. W...	5	1 <sup>1</sup> / <sub>2</sub>	17,598	59,280	3 <sup>1</sup> / <sub>2</sub>
518	King (F. 71).....	1	74,456	St. W...	43	9 <sup>1</sup> / <sub>2</sub>	3,430	4,450	33 <sup>1</sup> / <sub>2</sub>
			116,883	St. O...					
519	Welsh.....	1	300,000	St. W...	37	16	8,100	18,750	21
520	Hero.....	2	197,813	St. O...	24	6 <sup>1</sup> / <sub>2</sub>	8,300	30,400	17 <sup>1</sup> / <sub>4</sub>
521	Mathews.....	3	199,557	St. W...	20	11	9,970	18,141	9
522	Sullivan.....	2	400,000	St. fx...	91	22 <sup>1</sup> / <sub>2</sub>	4,400	17,780	68 <sup>1</sup> / <sub>2</sub>
523	Clarke.....	2	236,500	St. W...	44	20	5,370	11,800	24
524	Canadian.....	2	150,000	St. O...	7	7	21,400	21,400	
525	Hubbard.....	3	245,515	St. fx...	43	9 <sup>1</sup> / <sub>2</sub>	5,700	27,000	33 <sup>3</sup> / <sub>4</sub>
526	Cape (F. 72).....	3	54,300	St. O...					
			74,000	St. W...	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	12,520	12,520	
527	Keewatin.....	3	50,000	St. W...					
			30,000	St. O...	10	10	8,000	8,000	
528	Jacques.....	3	102,930	St. W...	60	15	1,715	6,862	45
529	W. W. Brown.....	4		Serg.....	58 <sup>1</sup> / <sub>4</sub>	58 <sup>1</sup> / <sub>4</sub>			
530	J. J. H. Brown.....	3	260,000	St. W...	31	17	8,400	15,300	14
531	Collingwood.....	3	229,000	St. W...	39	20	5,900	11,450	19
532	Butler.....	4	354,760	St. W...	51	28	6,956	12,669	23
533	Cervus (F. 73).....	4	114,302	St. fx...					
			119,587	Sp. fx...	94	23	2,490	10,120	71
534	Glenfoyle.....	4	128,861	Sp. O...	68	10 <sup>1</sup> / <sub>2</sub>	3,790	12,272	57 <sup>1</sup> / <sub>2</sub>
535	D. B. Hanna.....	3	364,153	St. W...	44	21	8,276	17,630	23
536	Yale.....	3	196,895	St. W...	63	19 <sup>1</sup> / <sub>2</sub>	2,039	6,590	43 <sup>1</sup> / <sub>2</sub>
537	M. Prince.....	4	299,464	St. W...	114 <sup>3</sup> / <sub>4</sub>	32 <sup>1</sup> / <sub>2</sub>	2,620	9,300	82 <sup>1</sup> / <sub>2</sub>
538	P. Rupert.....	4	104,000	St. W...	12	7 <sup>1</sup> / <sub>2</sub>	8,860	13,800	4 <sup>1</sup> / <sub>2</sub>
539	McKee.....	4	117,000	St. W...	6	6	19,500	19,500	
540	Paine.....	6	300,000	St. W...	16 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	18,190	34,390	7 <sup>3</sup> / <sub>4</sub>
541	Wahcondah, (F. 74).....	4	102,230	St. O...	7	6 <sup>1</sup> / <sub>2</sub>	14,600	15,700	1 <sup>1</sup> / <sub>2</sub>
542	L. R. Davison.....	4	348,400	St. W...	81	27 <sup>1</sup> / <sub>4</sub>	4,300	12,700	53 <sup>3</sup> / <sub>4</sub>
543	Stormont.....	4	105,000	St. W...	75	10	1,400	10,500	65
544	Sonora.....	4	80,000	St. W...					
			81,770	St. B...					
			60,000	St. O...	25 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	8,700	15,300	11
545	Niagara.....	4	98,423	St. W...	84	7	1,170	14,060	77
546	Ionic.....	4	26,825	Serg.....					
			18,641	Sp. W...					
			15,000	St. W...	57	10 <sup>1</sup> / <sub>2</sub>	1,353	4,502	46 <sup>1</sup> / <sub>2</sub>
547	S. King.....	4	60,000	St. W...					
			185,000	St. B...	60	21 <sup>1</sup> / <sub>2</sub>	4,090	11,400	38 <sup>1</sup> / <sub>2</sub>
548	Peavey (W. F. 75).....	4	133,402	St. O...	43 <sup>1</sup> / <sub>4</sub>	8	3,032	17,300	35 <sup>3</sup> / <sub>4</sub>
549	Franz.....	4	296,000	St. O...	84 <sup>1</sup> / <sub>4</sub>	17 <sup>1</sup> / <sub>2</sub>	3,520	16,914	66 <sup>3</sup> / <sub>4</sub>
550	Martian.....	4	279,500	St. O...	37	20 <sup>1</sup> / <sub>2</sub>	8,100	18,710	16 <sup>1</sup> / <sub>2</sub>
551	P. White.....	5	232,400	Sp. fx...	128	17 <sup>1</sup> / <sub>2</sub>	1,820	13,340	110 <sup>1</sup> / <sub>2</sub>
552	Barnum.....	5	350,516	Sp. fx...	66	23	5,300	15,200	43
553	Leonard.....	5	166,150	St. W...					
			70,000	St. B...	77	16	3,070	14,760	61
554	Nye.....	6	226,000	St. W...	45	18	5,000	12,600	27
555	Korp.....	5	320,000	St. W...	32	8 <sup>1</sup> / <sub>4</sub>	10,000	38,790	23 <sup>3</sup> / <sub>4</sub>
556	Wilkinson, (F. 76).....	6	125,000	St. W...					
			98,109	Sp. B...	54 <sup>1</sup> / <sub>2</sub>	15	4,093	14,880	39 <sup>1</sup> / <sub>2</sub>
557	Cuddy.....	4	195,000	St. O...					
			242,200	St. W...	162	25 <sup>1</sup> / <sub>2</sub>	2,700	17,314	137
558	Warner.....	6	118,000	St. W...	57	19 <sup>1</sup> / <sub>2</sub>	4,350	11,610	37 <sup>1</sup> / <sub>2</sub>
559	Cygnus.....	6	236,165	Sp. W...	98	29	2,400	8,100	69
560	Garretson.....	6	337,736	St. W...	26	20	14,530	18,430	5 <sup>1</sup> / <sub>2</sub>
561	Morse.....	7	130,000	St. fx...	40	28			
			245,063	St. W...			9,380	13,390	28



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EXHIBIT "H."—*Concluded.*

NAMES OF VESSELS, BUSHEL, ETC.

No.	Name.	Date.	Cargo.	Grade.	In-harbour.	Load-ing,	Boat Average.	Elevator Average.	Time Lost.
		1913,			Hours.	Hours.	Bushels.	Bushels.	Hours.
562	Glenmavis.....	7	91,910	Sp. Gr.					
563	Hover & Mason F.77.	4	331,660	St. W...	117½				
564	Cadillac.....	7		Serg....	11	11			6
565	Hoyt.....	7	324,040	St. O...	39½	16½			
566	Sherwin.....	8	528,550	St. O...	32	16	16,520	33,040	16
567	Shaughnessy.....	10	314,000	St. W...	52	13½	6,038	26,960	38½
568	Hebard.....	12	333,500	St. W...	28½	16	11,700	20,840	12½
569	Vulcan.....	13		Serg....	18	18			
570	Maruba.....	10	113,206	Sp. fx...	24	13	4,720	8,710	11
571	Carnegie.....	9	217,085	St. W...	79	13½	2,894	15,340	65½
572	Osler.....	10	321,000	St. W...	33½	16	9,852	20,060	17½
573	Mullen.....	10	241,040	St. W...	6	5	40,175	48,210	1
574	Oliver.....	11	254,433	St. W...	38	19½	6,410	12,882	18½
575	H. W. Smith.....	10	236,623	St. W...	11	8½	21,510	27,040	2¼
576	B. L. Smith.....	10	321,900	St. O...	32½	13	9,910	24,760	19½

SUMMARY "A"—EXHIBIT I.

*Cargo Totals—Port Arthur.*

	Horns.		C.N.R. "A"		C.N.R. "B"		T.B.E.		Government.	
	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
October, 1913.										
F 1.....	497,426	57¼	2,540,764	146½	2,093,418	131¾	1,722,559	77½		
F 2.....			1,811,490	98¾	1,804,091	97½	769,915	44¾		
Totals.....	497,426	57¼	4,352,254	245¼	3,897,509	229¼	2,492,474	122¼		
November, 1913.										
F 3.....	547,545	71½	2,367,727	118	2,030,822	121¾	2,126,873	95¼	1,976,630	141
F 4.....			1,986,440	103¼	2,048,907	110¼	1,382,827	67		
F 5.....					909,555	51½				
Totals.....	547,545	71½	4,354,167	221¼	4,989,284	283¼	3,509,700	162¼	1,976,630	141
December, 1913.										
F 6.....	206,563	30¼	1,361,145	107	1,710,710	118½	468,085	39	1,644,804	102½

Totals for full time under Registrations.

1,251,124.....	10,067,566.....	10,597,503—....	6,470,259.....	3,621,432
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SUMMARY "C"—EXHIBIT "I".

Cargo Averages—Port Arthur.

Average loading per hour for each month.

	Horns.	C.N.R. "A"	C.N.R. "B"	T.B.E.	Government.
October.....	8,689 bus. pr. hr.	17,746 bus. pr. hr	17,000 bus. pr. hr	20,388 bus. pr. hr	
November.....	7,653 "	19,680 "	17,600 "	21,632 "	14,020 bus. pr. hr
December.....	6,773 "	12,722 "	14,437 "	12,003 "	16,047 "

Average loading for full term of Registration.

7,857 bus. pr. h.	17,555 bus. pr. hr	16,789 bus. pr. hr	20,000 bus. pr. hr	14,853 bus. pr. hr
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Average loading capacity claimed by each Elevator under ordinary circumstances.

16,000 bus. pr. hr	40,000 bus. pr. hr	40,000 bus. pr. hr	35,000 bus. pr. hr	70,000 bus. pr. hr
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Oats about 25 per cent better than wheat.

SUMMARY "D"—EXHIBIT "I"

Cargo Average—Fort-William.

AVERAGE LOADING PER HOUR FOR EACH MONTH.

Date	Empire.	Eastern.	Grain Growers	Ogilvies	C.P.R. D	Con- solidated	Fort William	Western.	G.T.P.
	Bus. p. h.	Bus. p. h.	Bush. p. h	Bus. p. h.	Bus. p. h.	Bus. p. h.	Bus. p. h.	Bus. p. h.	Bus. p. h.
Oct.....	20,300	9,773	15,914	10,423	14,769	12,233	15,075	11,930	25,798
Nov....	18,632	10,710	14,054	13,317	14,220	15,376	15,058	14,753	24,904
Dec....	20,692	8,483	14,167	14,403	13,566	19,060	15,804	16,750	21,850

Average loading for full term of Resistration:

19,542	10,088	15,247	11,742	14,361	14,493	15,204	13,660	24,581
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Average loading capacity claimed by each Elevator under ordinary circumatances.

35,000	C12,000 A30,000	50,000	24,000	60,000	40,000	60,000	20,000	50,000
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Oats are about 25 % better than wheat.



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ELEVATOR BOAT LOADINGS—TIME AND BUSHEL.

Port Arthur—November, 1913.

Horns.		C. N. R. "A."		C. N. R. "B."		T. B. E.		Government.	
Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.
64,847	10 $\frac{1}{2}$	257,000	15 $\frac{1}{2}$	191,708	7 $\frac{1}{2}$	230,145	10	36,231	4
37,532	4	130,000	6 $\frac{1}{4}$	323,800	30	81,226	4 $\frac{1}{4}$	192,310	22
2,325	1 $\frac{3}{4}$	17,000	5	73,630	4	129,800	7	205,000	12
41,567	5 $\frac{3}{4}$	123,975	8	7,230	3 $\frac{3}{4}$	67,644	5	5,739	1 $\frac{1}{4}$
11,913	2	96,000	5 $\frac{1}{2}$	27,201	3	57,995	3 $\frac{1}{4}$	174,855	9 $\frac{1}{4}$
85,666	11 $\frac{3}{4}$	102,727	8	66,600	5	46,000	2	102,066	6 $\frac{1}{4}$
169	1 $\frac{1}{2}$	232,000	11	38,728	1 $\frac{1}{2}$	235,000	8 $\frac{1}{2}$	112,002	12 $\frac{3}{4}$
552	1 $\frac{1}{4}$	126,967	5	134,782	8 $\frac{3}{4}$	116,000	5 $\frac{1}{2}$	36,300	4 $\frac{1}{4}$
35,852	7 $\frac{3}{4}$	115,000	4	55,605	3 $\frac{1}{4}$	13,456	1 $\frac{1}{4}$	61,541	8 $\frac{3}{4}$
140,000	14	72,000	3	24,423	2	3,712	1 $\frac{1}{4}$	46,235	4 $\frac{1}{2}$
23,189	1 $\frac{1}{2}$	212,000	8 $\frac{1}{2}$	289,751	11	333,371	10	206,959	5 $\frac{1}{4}$
300,042	2 $\frac{1}{2}$	30,270	1	13,979	3	110,000	4 $\frac{1}{4}$	33,572	3
25,818	2 $\frac{1}{2}$	42,000	3	119,653	8	39,500	4	77,585	4
23,073	6 $\frac{1}{2}$	300,000	14 $\frac{1}{2}$	153,944	6 $\frac{3}{4}$	53,768	4	203,066	15
25,000	1 $\frac{1}{2}$	164,572	7	138,263	7 $\frac{1}{2}$	116,000	4	177,168	15 $\frac{1}{2}$
.....	.....	59,265	5	18,109	1 $\frac{1}{4}$	35,800	5 $\frac{1}{2}$	12,649	1
.....	.....	16,041	1 $\frac{1}{2}$	63,637	4	69,614	2 $\frac{1}{4}$	116,107	6 $\frac{1}{4}$
.....	.....	37,430	1	12,948	1	66,164	2 $\frac{1}{2}$	73,912	4 $\frac{1}{2}$
.....	.....	84,000	4 $\frac{1}{4}$	7,412	1 $\frac{1}{2}$	290,087	10	103,333	2
.....	.....	149,480	3	269,419	12	31,591	2	.....	.....
547,545	71 $\frac{1}{2}$	2,367,727	118	2,030,822	121 $\frac{3}{4}$	2,126,873	95 $\frac{1}{2}$	1,976,630	141

ELEVATOR LOADINGS—TIME AND BUSHEL.

Port Arthur—November, 1913.

Horns.		C. N. R. "A."		C. N. R. "B."		T. B. E.		Government.	
Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hrs.
.....	.....	149,480	7 $\frac{1}{4}$	268,231	13	19,271	1 $\frac{1}{2}$	.....	.....
.....	.....	155,103	8	19,814	2	10,352	1 $\frac{1}{2}$	.....	.....
.....	.....	202,428	9 $\frac{1}{4}$	107,009	7 $\frac{1}{2}$	306,731	10	.....	.....
.....	.....	252,000	10	99,427	7	39,016	2 $\frac{1}{4}$	.....	.....
.....	.....	38,013	2 $\frac{1}{2}$	95,000	4 $\frac{1}{2}$	245,815	13	.....	.....
.....	.....	174,899	10	5,164	1 $\frac{1}{2}$	125,000	5	.....	.....
.....	.....	80,405	5	135,458	2 $\frac{1}{2}$	126,547	7	.....	.....
.....	.....	142,873	14	119,192	4	67,404	4	.....	.....
.....	.....	299,970	16 $\frac{1}{2}$	9,876	1	195,000	9 $\frac{1}{2}$	.....	.....
.....	.....	14,823	2	48,520	2 $\frac{1}{2}$	28,451	2 $\frac{1}{4}$	.....	.....
.....	.....	153,446	8 $\frac{1}{2}$	28,652	2 $\frac{1}{4}$	20,240	1 $\frac{1}{2}$	.....	.....
.....	.....	323,000	10 $\frac{1}{2}$	30,020	3	95,000	3	.....	.....
.....	.....	.....	.....	193,533	8 $\frac{1}{4}$	104,000	6 $\frac{1}{2}$	.....	.....
.....	.....	.....	.....	14,647	4 $\frac{1}{4}$	.....	.....	.....	.....
.....	.....	.....	.....	15,957	1 $\frac{1}{4}$	.....	.....	.....	.....
.....	.....	.....	.....	488,420	16	.....	.....	.....	.....
.....	.....	.....	.....	42,248	5	.....	.....	.....	.....
.....	.....	.....	.....	237,519	19	.....	.....	.....	.....
.....	.....	.....	.....	35,162	3	.....	.....	.....	.....
.....	.....	.....	.....	54,038	3 $\frac{3}{4}$	.....	.....	.....	.....
.....	.....	1,986,440	103 $\frac{1}{4}$	2,048,907	110 $\frac{1}{4}$	1,382,827	67	.....	.....



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ELEVATOR BOAT LOADINGS—TIME AND BUSHEL.  
Port Arthur, November 5.

Horns.		C.N.R. "A."		C.N.R. "B."		T.B.E.		Government.	
Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.
.....				525,000	33½				
.....				315,823	14				
.....				65,732	4				
				906,555	51½				

ELEVATOR BOAT LOADINGS—TIME AND BUSHEL.  
Port Arthur—December.

Horns.		C.N.R. "A."		C.N.R. "B."		T.B.E.		Government.	
Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.	Bushels.	Hours.
14,341	6	135,148	7½	197,700	17	908	¼	400,000	22½
1,643	¾	236,500	20	45,133	1½	50,000	1½	5,333	1½
66,791	7	87,565	5½	150,000	7	7,500	1	195,515	6¼
6,100	1½	56,278	3¼	31,508	3	11,775	3	81,750	7
20,091	3½	27,990	3½	73,571	6	76,335	4	116,854	6
46,429	4¾	142,089	12	152,729	12	52,471	11¼	76,679	4¾
1,852	1	48,760	13	117,301	5¼	104,000	7½	140,230	6¾
49,316	6	154,863	4½	48,632	6	11,500	1½	117,567	13½
.....		92,856	6¼	45,000	3½	28,227	2	77,374	8
.....		13,666	3¼	43,090	1¼	4,041	1½	26,367	2¼
.....		217,085	13½	109,317	8½	16,328	2	15,760	2
.....		56,000	7	29,076	3	105,000	2½	58,063	5
.....		92,355	7¼	29,513	4			115,235	5
.....				97,922	5½			60,000	2
.....				61,907	3½			31,336	2
.....				156,831	16			126,741	7½
.....				118,000	3				
.....				47,430	5				
.....				72,899	4				
.....				83,151	3½				
206,563	30½	1,361,115	107	1,710,710	118½	463,085	39	1,644,804	10½



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ELEVATOR BOAT LOADINGS—TIME AND BUSHEL.

Horns.		C.N.R. "A"		C.N.R. "B"		T.B.E.		Government.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
69,070	7 <sup>1</sup> / <sub>4</sub>	19,370	3 <sup>3</sup> / <sub>4</sub>	76,000	8 <sup>1</sup> / <sub>2</sub>	2,774	1		
4,126	1	235,648	13 <sup>1</sup> / <sub>2</sub>	126,253	9 <sup>3</sup> / <sub>4</sub>	99,200	5		
13,657	2	69,044	4 <sup>1</sup> / <sub>2</sub>	22,763	5 <sup>3</sup> / <sub>4</sub>	138,544	5		
111,609	14	36,639	6	19,968	1 <sup>1</sup> / <sub>4</sub>	15,647	3 <sup>3</sup> / <sub>4</sub>		
134,000	18	205,854	11 <sup>1</sup> / <sub>4</sub>	16,215	2	42,243	2 <sup>1</sup> / <sub>4</sub>		
1,207	1 <sup>1</sup> / <sub>2</sub>	143,000	7 <sup>1</sup> / <sub>2</sub>	66,088	4	2,770	2 <sup>1</sup> / <sub>2</sub>		
1,132	1	21,387	2 <sup>1</sup> / <sub>4</sub>	117,920	7	200,166	10 <sup>1</sup> / <sub>4</sub>		
87,625	6	31,850	10	127,119	9	47,492	3 <sup>1</sup> / <sub>4</sub>		
75,000	7 <sup>1</sup> / <sub>2</sub>	213,000	7 <sup>3</sup> / <sub>4</sub>	130,221	8 <sup>1</sup> / <sub>2</sub>	171,000	7 <sup>3</sup> / <sub>4</sub>		
		263,000	9 <sup>3</sup> / <sub>4</sub>	130,401	8 <sup>3</sup> / <sub>4</sub>	211,000	7 <sup>1</sup> / <sub>4</sub>		
		99,648	9	108,320	6 <sup>1</sup> / <sub>2</sub>	45,867	3		
		18,204	2	67,178	3 <sup>1</sup> / <sub>4</sub>	60,000	2 <sup>1</sup> / <sub>2</sub>		
		353,503	10	306,018	10 <sup>3</sup> / <sub>4</sub>	72,000	3 <sup>3</sup> / <sub>4</sub>		
		7,826	1 <sup>1</sup> / <sub>2</sub>	90,477	4 <sup>1</sup> / <sub>4</sub>	12,441	1 <sup>1</sup> / <sub>4</sub>		
		103,800	9	39,700	5 <sup>1</sup> / <sub>2</sub>	158,000	7		
		342,000	14	72,812	5	105,000	4		
		44,051	3	190,211	9	110,000	4		
		23,631	3 <sup>1</sup> / <sub>4</sub>	66,152	6	103,000	4 <sup>1</sup> / <sub>4</sub>		
		75,000	6	143,000	7	14,915	1 <sup>1</sup> / <sub>4</sub>		
		234,309	12 <sup>1</sup> / <sub>2</sub>	176,612	10 <sup>1</sup> / <sub>2</sub>	110,500	3 <sup>1</sup> / <sub>2</sub>		
Totals.....	497,426 57 <sup>1</sup> / <sub>4</sub>	2,540,764 140 <sup>1</sup> / <sub>4</sub>	2,093,418 131 <sup>3</sup> / <sub>4</sub>	1,722,559 77 <sup>1</sup> / <sub>2</sub>					

ELEVATOR BOAT LOADINGS—TIME AND BUSHEL.

Horns.		C.N.R. "A"		C.N.R. "B"		T.B.E.		Government.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
		234,438	14 <sup>1</sup> / <sub>2</sub>	217,708	10	78,500	5 <sup>1</sup> / <sub>2</sub>		
		226,546	10	60,800	4 <sup>1</sup> / <sub>2</sub>	78,869	9 <sup>1</sup> / <sub>2</sub>		
		96,000	5 <sup>1</sup> / <sub>2</sub>	34,096	2 <sup>1</sup> / <sub>2</sub>	40,103	5 <sup>1</sup> / <sub>2</sub>		
		81,374	5 <sup>1</sup> / <sub>4</sub>	49,374	3	107,000	6		
		104,500	7	52,851	3 <sup>1</sup> / <sub>2</sub>	265,000	10 <sup>1</sup> / <sub>4</sub>		
		232,374	9 <sup>1</sup> / <sub>2</sub>	125,959	7	57,443	3 <sup>1</sup> / <sub>2</sub>		
		240,558	15	33,767	2 <sup>3</sup> / <sub>4</sub>	143,000	4 <sup>1</sup> / <sub>2</sub>		
		252,000	12 <sup>1</sup> / <sub>2</sub>	93,454	5				
				60,000	4 <sup>1</sup> / <sub>4</sub>				
				13,008	4 <sup>4</sup> / <sub>4</sub>				
				16,401	1 <sup>3</sup> / <sub>4</sub>				
				200,356	15				
				14,244	3 <sup>3</sup> / <sub>4</sub>				
				241,980	9 <sup>1</sup> / <sub>2</sub>				
				136,761	5				
				84,761	2 <sup>1</sup> / <sub>4</sub>				
				313,818	11 <sup>1</sup> / <sub>4</sub>				
Totals.....		1,811,490 98 <sup>3</sup> / <sub>4</sub>	1,804,091 97 <sup>1</sup> / <sub>2</sub>	769,915 44 <sup>3</sup> / <sub>4</sub>					



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ELEVATOR BOAT LOADINGS—TIME AND BUSHELS.

Empire.		Eastern.		Grain Growers.		Ogilvies.		C.P.R. "D."		Consolidated.		Fort William.		Western.		Grand Trunk.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
18,032	2	27,697	4	13,803	2	67,940	4	380,228	28 <sup>3</sup> <sub>4</sub>	80,317	4 <sup>1</sup> <sub>2</sub>	...	...	59,000	6	89,302	3
143,724	44 <sup>3</sup> <sub>4</sub>	30,000	7	312,989	20 <sup>3</sup> <sub>4</sub>	110,000	10	77,599	9	212,294	14 <sup>1</sup> <sub>2</sub>	...	...	110,000	1 <sup>1</sup> <sub>2</sub>	284,060	14
27,556	14 <sup>1</sup> <sub>4</sub>	46,258	6 <sup>1</sup> <sub>2</sub>	43,000	3	103,000	13	350,000	16 <sup>1</sup> <sub>2</sub>	65,187	2	...	...	143,330	6 <sup>1</sup> <sub>2</sub>	117,000	3 <sup>1</sup> <sub>2</sub>
41,000	3 <sup>1</sup> <sub>2</sub>	5,848	1	38,735	3 <sup>1</sup> <sub>2</sub>	69,923	7 <sup>1</sup> <sub>2</sub>	11,874	4	247,000	17 <sup>1</sup> <sub>2</sub>	...	...	109,500	13 <sup>1</sup> <sub>2</sub>	114,383	4 <sup>1</sup> <sub>2</sub>
25,200	14 <sup>1</sup> <sub>4</sub>	73,000	7	17,000	2	111,000	11	100,000	11	49,411	24	...	...	77,375	11	36,772	1
204,000	11 <sup>1</sup> <sub>2</sub>	26,000	3 <sup>1</sup> <sub>2</sub>	99,478	4 <sup>1</sup> <sub>2</sub>	210,000	11	60,866	4	30,323	11	...	...	38,206	2	115,300	3
45,217	1 <sup>1</sup> <sub>2</sub>	132,046	14	237,422	10 <sup>1</sup> <sub>4</sub>	69,000	8	218,831	17	234,000	14 <sup>1</sup> <sub>2</sub>	...	...	126,683	9	51,517	4
15,070	1 <sup>1</sup> <sub>2</sub>	60,860	4 <sup>1</sup> <sub>4</sub>	184,384	13 <sup>1</sup> <sub>4</sub>	120,500	14	39,079	3 <sup>1</sup> <sub>2</sub>	118,000	8	...	...	45,000	3 <sup>1</sup> <sub>2</sub>	108,000	6
65,411	2	10,877	1 <sup>1</sup> <sub>2</sub>	8,928	11 <sup>1</sup> <sub>4</sub>	101,076	10 <sup>3</sup> <sub>4</sub>	200,000	15	35,950	9	...	...	24,000	11	57,733	3
122,463	5	35,664	7 <sup>1</sup> <sub>4</sub>	29,700	3 <sup>4</sup> <sub>4</sub>	...	...	199,903	10 <sup>1</sup> <sub>2</sub>	4,757	1	...	...	71,000	3 <sup>1</sup> <sub>2</sub>	164,500	6
12,731	1	45,104	6 <sup>1</sup> <sub>1</sub> <sup>1</sup> <sub>2</sub>	39,886	6	...	...	65,795	11	64,748	2 <sup>1</sup> <sub>2</sub>	...	...	37,000	4 <sup>1</sup> <sub>4</sub>	247,500	9 <sup>1</sup> <sub>4</sub>
155,500	5	6,111	...	205,058	11	...	...	178,453	14	88,500	2 <sup>1</sup> <sub>2</sub>	...	...	...	...	10,419	1
12,926	14 <sup>1</sup> <sub>4</sub>	101,000	6 <sup>1</sup> <sub>1</sub> <sup>1</sup> <sub>2</sub>	30,216	4 <sup>1</sup> <sub>4</sub>	...	...	42,213	5	363,900	13	...	...	...	...	273,650	9
125,000	4 <sup>1</sup> <sub>2</sub>	13,686	2	65,593	6 <sup>1</sup> <sub>4</sub>	...	...	71,652	7 <sup>1</sup> <sub>2</sub>	21,800	12	...	...	...	...	248,531	9
85,000	34 <sup>1</sup> <sub>4</sub>	50,000	4	10,000	1	...	...	28,274	4 <sup>1</sup> <sub>2</sub>	243,974	12	...	...	...	...	110,000	6 <sup>1</sup> <sub>1</sub> <sup>1</sup> <sub>2</sub>
24,796	21 <sup>1</sup> <sub>2</sub>	40,774	4	62,993	6 <sup>1</sup> <sub>4</sub>	...	...	118,969	7 <sup>1</sup> <sub>2</sub>	50,295	5 <sup>1</sup> <sub>2</sub>	...	...	...	...	140,000	6 <sup>1</sup> <sub>1</sub> <sup>1</sup> <sub>2</sub>
174,000	7 <sup>1</sup> <sub>2</sub>	31,000	3	106,500	13	...	...	47,073	3 <sup>1</sup> <sub>2</sub>	...	...	...	...	...	...	9,319	1 <sup>1</sup> <sub>2</sub>
61,119	3 <sup>1</sup> <sub>2</sub>	2,175	1 <sup>1</sup> <sub>4</sub>	175,000	18 <sup>1</sup> <sub>4</sub>	...	...	200,000	18 <sup>1</sup> <sub>2</sub>	...	...	...	...	...	...	118,000	4
17,000	1	63,171	9 <sup>1</sup> <sub>2</sub>	247,500	13	...	...	...	...	...	...	...	...	...	...	...	...
...	4 <sup>1</sup> <sub>2</sub>	22,377	2	70,392	6 <sup>1</sup> <sub>2</sub>	...	...	14,767	5 <sup>1</sup> <sub>4</sub>	...	...	...	...	...	...	31,997	1
126,625	...	...	...	...	...	...	...	204,271	15	...	...	...	...	...	...	28,089	1 <sup>1</sup> <sub>2</sub>
1,502,370	68 <sup>3</sup> <sub>4</sub>	823,648	93 <sup>1</sup> <sub>4</sub>	2,019,583	150 <sup>3</sup> <sub>4</sub>	962,439	89 <sup>1</sup> <sub>4</sub>	2,609,847	207 <sup>3</sup> <sub>4</sub>	1,010,456	115 <sup>1</sup> <sub>4</sub>	...	...	841,091	61 <sup>3</sup> <sub>4</sub>	2,356,072	97 <sup>1</sup> <sub>2</sub>



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ELEVATOR BOAT LOADINGS—TIME AND BUSHELS.

Empire.		Eastern.		Grain Growers.		Ogilvies.		C.P.R. "D."		Consolidated.		Fort William.		Western.		Grand Trunk.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
84,348	51	15,000	21	150,000	71			117,191	8								
23,974	1	14,738	11	157,000	61			2,024	1								
62,000	6	57,037	91	2,526	34			82,876	114								
1,190	1	50,141	8	72,926	41			42,813	9								
4,387	11	9,809	71	9,580	11			370,000	271								
157,454	61	110,024	10	28,478	51			45,000	3								
36,412	21	24,738	3	36,576	3			66,000	5								
1,944	1	29,187	3	266,661	141			23,482	11								
17,979	11	9,063	11	145,000	71												
203,518	13	31,700	4	36,000	41												
126,000	71	45,683	6														
35,000	11	161,231	9														
25,890	4	73,025	5														
170,000	7	2,478	1														
		23,573	2														
950,096	58	657,427	68	1,004,750	56			749,386	651								



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ELEVATOR BOAT LOADINGS—TIME AND BUSHELS.

Empire.		Eastern.		Grain Growers.		Ogilvies.		C.P.R. "D."		Consolidated.		Fort William.		Western.		Grand Trunk.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
65,654	3 <sup>3</sup> / <sub>4</sub>	30,691	6 <sup>1</sup> / <sub>2</sub>	242,011	16 <sup>1</sup> / <sub>4</sub>	101,637	9	375,894	28 <sup>1</sup> / <sub>2</sub>	145,776	15	5,280	1	9,718	1 <sup>1</sup> / <sub>2</sub>	10,866	3 <sup>3</sup> / <sub>4</sub>
36,773	3 <sup>1</sup> / <sub>4</sub>	130,938	9	8,956	1 <sup>1</sup> / <sub>2</sub>	2,331	1 <sup>1</sup> / <sub>2</sub>	345,624	24	24,015	2 <sup>1</sup> / <sub>2</sub>	49,000	9	200,000	13 <sup>1</sup> / <sub>4</sub>	135,000	6 <sup>1</sup> / <sub>2</sub>
8,163	1	18,758	4	24,361	2	126,000	10 <sup>1</sup> / <sub>2</sub>	70,000	3	82,700	4 <sup>1</sup> / <sub>4</sub>	30,000	2	32,000	2	81,795	3 <sup>3</sup> / <sub>4</sub>
25,000	1 <sup>1</sup> / <sub>2</sub>	48,996	6	21,374	1	119,665	8	92,991	6	114,337	6	82,700	4 <sup>1</sup> / <sub>2</sub>	82,700	4 <sup>1</sup> / <sub>2</sub>	108,804	10
16,270	1	80,934	13	122,127	19 <sup>1</sup> / <sub>4</sub>	112,000	10	34,387	2 <sup>1</sup> / <sub>2</sub>	5,969	1 <sup>3</sup> / <sub>4</sub>	26,000	3	2,372	2 <sup>1</sup> / <sub>4</sub>	120,000	4 <sup>1</sup> / <sub>2</sub>
223,000	18	4,689	1 <sup>1</sup> / <sub>2</sub>	2,063	1 <sup>1</sup> / <sub>4</sub>	108,000	9 <sup>1</sup> / <sub>4</sub>	42,332	3 <sup>1</sup> / <sub>2</sub>	56,813	6 <sup>1</sup> / <sub>2</sub>	3,044	2 <sup>1</sup> / <sub>2</sub>	35,685	2	95,655	7
897	1 <sup>1</sup> / <sub>2</sub>	2,353	1 <sup>1</sup> / <sub>2</sub>	3,765	1			39,308	4 <sup>1</sup> / <sub>2</sub>	22,533	3	7,825	2	6,201	1 <sup>1</sup> / <sub>2</sub>	189,162	7
6,973	1 <sup>1</sup> / <sub>2</sub>	158,000	6 <sup>1</sup> / <sub>4</sub>														
				26,617	2			247,244	14	10,000	1 <sup>1</sup> / <sub>2</sub>	70,000	3	13,080	1	250,526	7 <sup>1</sup> / <sub>4</sub>
18,122	5 <sup>1</sup> / <sub>2</sub>	18,697	9	362,000	14 <sup>1</sup> / <sub>4</sub>			220,299	13	170,000	7 <sup>1</sup> / <sub>2</sub>	59,303	5 <sup>1</sup> / <sub>2</sub>	83,037	3 <sup>1</sup> / <sub>2</sub>	373,000	10 <sup>1</sup> / <sub>2</sub>
17,400	2	9,840	2	32,000	4			35,810	6	57,500	7	9,657	1	82,000	5	217,000	2
108,000	4 <sup>1</sup> / <sub>4</sub>	44,503	7 <sup>1</sup> / <sub>2</sub>	15,790	1 <sup>1</sup> / <sub>4</sub>			111,299	8 <sup>1</sup> / <sub>4</sub>	121,365	5 <sup>1</sup> / <sub>2</sub>	88,620	8	55,000	2	19,121	1
16,119	1 <sup>1</sup> / <sub>4</sub>	4,391	1 <sup>1</sup> / <sub>4</sub>	55,000	14			203,177	7	116,000	4 <sup>1</sup> / <sub>4</sub>	16,000	2 <sup>1</sup> / <sub>4</sub>	56,616	2	166,172	10 <sup>1</sup> / <sub>2</sub>
36,829	5	13,332	5	25,302	3			123,478	11 <sup>1</sup> / <sub>2</sub>	13,612	1 <sup>1</sup> / <sub>2</sub>	83,027	3 <sup>1</sup> / <sub>2</sub>	110,000	4 <sup>1</sup> / <sub>4</sub>	22,000	2 <sup>1</sup> / <sub>4</sub>
50,000	1	12,867	2 <sup>1</sup> / <sub>2</sub>	53,560	4			20,178	4	74,038	9	55,000	2	50,000	5	33,939	2 <sup>1</sup> / <sub>2</sub>
42,000	3	42,991	4 <sup>1</sup> / <sub>2</sub>	40,415	4 <sup>1</sup> / <sub>4</sub>			113,000	11	101,877	12	6,131	1 <sup>1</sup> / <sub>4</sub>	25,000	1 <sup>1</sup> / <sub>4</sub>	196,500	17
53,277	3 <sup>1</sup> / <sub>4</sub>	45,000	6	198,500	9			365,000	14 <sup>1</sup> / <sub>2</sub>	200,000	10 <sup>1</sup> / <sub>2</sub>	53,729	4 <sup>1</sup> / <sub>2</sub>	39,397	2 <sup>1</sup> / <sub>2</sub>	77,008	5
105,866	5 <sup>1</sup> / <sub>2</sub>	31,396	1 <sup>1</sup> / <sub>2</sub>	20,000	1 <sup>1</sup> / <sub>4</sub>			360,000	12 <sup>1</sup> / <sub>2</sub>	21,492	2	35,000	2 <sup>1</sup> / <sub>2</sub>	121,000	9	186,041	10
17,700	1 <sup>1</sup> / <sub>2</sub>	42,586	9 <sup>1</sup> / <sub>4</sub>	227,500	8 <sup>1</sup> / <sub>4</sub>			220,000	13 <sup>1</sup> / <sub>2</sub>	36,368	3	130,000	5 <sup>1</sup> / <sub>4</sub>	59,000	9	246,000	7 <sup>1</sup> / <sub>2</sub>
52,000	3	22,780	1 <sup>1</sup> / <sub>4</sub>	100,000	4			111,053	6 <sup>1</sup> / <sub>4</sub>	130,000	7 <sup>1</sup> / <sub>2</sub>	34,000	1 <sup>1</sup> / <sub>4</sub>	16,500	1 <sup>3</sup> / <sub>4</sub>	144,611	10
62,645	5	1,899	1 <sup>1</sup> / <sub>2</sub>	13,768	3			400,092	25 <sup>1</sup> / <sub>2</sub>	9,638	3 <sup>1</sup> / <sub>4</sub>	39,397	2 <sup>1</sup> / <sub>2</sub>	106,000	9	86,473	3
962,688	66 <sup>1</sup> / <sub>4</sub>	765,641	96	1,595,109	113 <sup>1</sup> / <sub>4</sub>	569,633	47 <sup>1</sup> / <sub>4</sub>	3,531,166	219 <sup>1</sup> / <sub>2</sub>	1,514,033	110 <sup>1</sup> / <sub>2</sub>	883,813	64	1,185,296	79	2,378,332	118



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ELEVATOR BOAT LOADINGS—TIME AND BUSHELS.

Empire.		Eastern.		Grain Growers.		Ogilvie's.		C.P.R. "D."		Consolidated.		Port William.		Western.		Grand Trunk.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
165,000	5	7,521	21	67,000	41	13,116	11	77,056	31	20,000	1	100,000	41	9,383	1	13,315	1
24,000	14	22,014	2	13,222	1	8,029	1	80,000	4	35,014	3	50,000	21	14,956	1	170,000	43
30,000	14	27,507	11	20,505	6	56,966	74	263,036	84	3,225	1	76,500	7	2,147	1	23,427	1
7,146	1	124,520	144	1,386	1	4,989	1	201,769	81	54,800	71	114,690	61	58,000	51	35,025	1
189,840	12	52,432	44	125,000	51	124,800	82	328,855	16	120,000	74	65,363	61	69,000	51	182,007	31
20,535	14	10,970	1	130,000	44	122,506	144	184,608	74	132,000	31	113,000	7	83,500	9	6,402	3
41,473	22	15,558	24	277,000	92	51,000	62	71,000	13	213,193	14	108,000	5	50,300	61	255,000	74
117,000	6	158,653	8	60,830	4	40,052	2	302,226	144	8,313	14	87,517	4	46,000	61	160,000	34
92,560	41	7,271	3	104,600	41	74,000	94	214,259	104	65,151	21	44,500	61	118,400	10	398,000	74
121,577	44	67,137	3	50,000	1	160,000	16	244,576	61	13,259	11	82,000	74	10,000	1	90,730	13
20,169	11	79,377	74	16,085	1	15,468	1	252,808	13	230,000	11	78,000	41	53,000	71	44,478	4
67,232	44	59,262	8	622	1	39,244	51	50,000	4	135,566	8	.....	.....	42,441	2	295,000	61
85,611	3	3,482	1	9,247	1	25,528	2	203,200	111	41,516	21	.....	.....	97,678	101	30,011	31
125,200	51	41,761	5	35,000	3	72,000	3	141,506	9	392,000	12	.....	.....	106,000	71	118,000	41
8,557	2	161,139	144	38,000	3	47,933	6	268,724	174	18,050	3	.....	.....	115,000	7	259,746	7
121,830	71	16,738	21	150,000	8	90,113	91	86,559	81	202,482	114	.....	.....	18,816	11	308,000	5
38,207	31	27,590	21	72,000	44	6,383	4	240,632	174	30,000	24	.....	.....	47,413	9	19,900	51
129,000	5	5,000	4	238,695	122	29,682	24	57,566	3	252,000	12	.....	.....	80,000	41	82,213	51
161,411	6	16,598	44	1,369	14	86,080	74	11,913	9	55,675	8	.....	.....	100,000	6	28,853	44
376,000	14	53,235	7	22,633	11	62,000	6	108,385	5	35,849	5	.....	.....	47,000	41	151,076	21
1,942,378	901	957,165	974	1,483,194	761	1,129,893	1111	3,474,968	1891	1,858,153	1184	919,570	61	1,169,034	1063	2,571,183	931



SESSIONAL PAPER No. 10d

ELEVATOR BOAT LOADINGS—TIME AND BUSHELS.

Empire.		Eastern.		Grain Growers.		Ogilvies.		C.P.R. "D."		Consolidated.		Fort William.		Western.		Grand Trunk.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
26,145	31 <sup>1</sup> <sub>2</sub>	152,142	81 <sup>1</sup> <sub>2</sub>	1,782	1 <sup>1</sup> <sub>2</sub>	114,000	61 <sup>1</sup> <sub>2</sub>	315,000	151 <sup>1</sup> <sub>2</sub>	1,654	1 <sup>1</sup> <sub>2</sub>	60,963	2 <sup>1</sup> <sub>2</sub>	116,000	8 <sup>1</sup> <sub>2</sub>	334,000	7 <sup>1</sup> <sub>2</sub>
201,627	71 <sup>1</sup> <sub>2</sub>	50,000	94 <sup>1</sup> <sub>2</sub>	353,720	13 <sup>1</sup> <sub>2</sub>	245,000	114 <sup>1</sup> <sub>2</sub>	118,983	81 <sup>1</sup> <sub>2</sub>	64,500	111 <sup>1</sup> <sub>2</sub>	90,000	21 <sup>1</sup> <sub>2</sub>	1,110	4 <sup>1</sup> <sub>2</sub>	166,723	7 <sup>1</sup> <sub>2</sub>
5,000	4 <sup>1</sup> <sub>2</sub>	49,179	42 <sup>1</sup> <sub>2</sub>	226,137	11 <sup>1</sup> <sub>2</sub>	27,833	31 <sup>1</sup> <sub>2</sub>	10,704	11 <sup>1</sup> <sub>2</sub>	2,794	4 <sup>1</sup> <sub>2</sub>	338,000	17 <sup>1</sup> <sub>2</sub>	58,000	51 <sup>1</sup> <sub>2</sub>	60,473	44 <sup>1</sup> <sub>2</sub>
2,639	14 <sup>1</sup> <sub>2</sub>	244,139	142 <sup>1</sup> <sub>2</sub>	40,000	4 <sup>1</sup> <sub>2</sub>	94,874	7 <sup>1</sup> <sub>2</sub>	117,782	12 <sup>1</sup> <sub>2</sub>	112,000	11 <sup>1</sup> <sub>2</sub>	15,973	3 <sup>1</sup> <sub>2</sub>	166,000	31 <sup>1</sup> <sub>2</sub>	15,738	15 <sup>1</sup> <sub>2</sub>
164,248	4 <sup>1</sup> <sub>2</sub>	81,138	6 <sup>1</sup> <sub>2</sub>	178,052	7 <sup>1</sup> <sub>2</sub>	118,226	8 <sup>1</sup> <sub>2</sub>	30,000	11 <sup>1</sup> <sub>2</sub>	18,000	4 <sup>1</sup> <sub>2</sub>	54,242	4 <sup>1</sup> <sub>2</sub>	11,045	1 <sup>1</sup> <sub>2</sub>	15,273	1 <sup>1</sup> <sub>2</sub>
42,195	24 <sup>1</sup> <sub>2</sub>	86,158	10 <sup>1</sup> <sub>2</sub>	40,000	5 <sup>1</sup> <sub>2</sub>	40,000	21 <sup>1</sup> <sub>2</sub>	105,119	81 <sup>1</sup> <sub>2</sub>	220,000	81 <sup>1</sup> <sub>2</sub>	197,624	111 <sup>1</sup> <sub>2</sub>	110,000	61 <sup>1</sup> <sub>2</sub>	435,000	9 <sup>1</sup> <sub>2</sub>
71,000	4 <sup>1</sup> <sub>2</sub>	40,000	41 <sup>1</sup> <sub>2</sub>	160,000	6 <sup>1</sup> <sub>2</sub>	105,000	81 <sup>1</sup> <sub>2</sub>	104,925	51 <sup>1</sup> <sub>2</sub>	151,000	7 <sup>1</sup> <sub>2</sub>	187,000	91 <sup>1</sup> <sub>2</sub>	70,000	9 <sup>1</sup> <sub>2</sub>	64,894	32 <sup>1</sup> <sub>2</sub>
189,000	8 <sup>1</sup> <sub>2</sub>	13,000	31 <sup>1</sup> <sub>2</sub>	242,500	141 <sup>1</sup> <sub>2</sub>	120,000	13 <sup>1</sup> <sub>2</sub>	22,970	41 <sup>1</sup> <sub>2</sub>	218,000	111 <sup>1</sup> <sub>2</sub>	101,730	74 <sup>1</sup> <sub>2</sub>	178,000	441 <sup>1</sup> <sub>2</sub>	27,073	111 <sup>1</sup> <sub>2</sub>
83,000	4 <sup>1</sup> <sub>2</sub>	28,793	24 <sup>1</sup> <sub>2</sub>	52,854	41 <sup>1</sup> <sub>2</sub>	60,000	2 <sup>1</sup> <sub>2</sub>	98,399	41 <sup>1</sup> <sub>2</sub>	2,435	3 <sup>1</sup> <sub>2</sub>	64,000	31 <sup>1</sup> <sub>2</sub>	74,000	31 <sup>1</sup> <sub>2</sub>	363,500	201 <sup>1</sup> <sub>2</sub>
8,056	1 <sup>1</sup> <sub>2</sub>	70,000	64 <sup>1</sup> <sub>2</sub>	6,520	4 <sup>1</sup> <sub>2</sub>	14,271	4 <sup>1</sup> <sub>2</sub>	79,813	7 <sup>1</sup> <sub>2</sub>	78,200	61 <sup>1</sup> <sub>2</sub>	14,307	12 <sup>1</sup> <sub>2</sub>	120,000	7 <sup>1</sup> <sub>2</sub>	160,913	9 <sup>1</sup> <sub>2</sub>
110,048	6 <sup>1</sup> <sub>2</sub>	300,000	8 <sup>1</sup> <sub>2</sub>	18,473	7 <sup>1</sup> <sub>2</sub>	189,535	15 <sup>1</sup> <sub>2</sub>	264,853	171 <sup>1</sup> <sub>2</sub>	143,000	121 <sup>1</sup> <sub>2</sub>	48,936	24 <sup>1</sup> <sub>2</sub>	99,128	61 <sup>1</sup> <sub>2</sub>	324,000	12 <sup>1</sup> <sub>2</sub>
105,000	4 <sup>1</sup> <sub>2</sub>	8,147	1 <sup>1</sup> <sub>2</sub>	110,000	84 <sup>1</sup> <sub>2</sub>	136,000	84 <sup>1</sup> <sub>2</sub>	70,000	51 <sup>1</sup> <sub>2</sub>	12,881	14 <sup>1</sup> <sub>2</sub>	53,500	71 <sup>1</sup> <sub>2</sub>	88,335	121 <sup>1</sup> <sub>2</sub>	272,078	61 <sup>1</sup> <sub>2</sub>
45,689	6 <sup>1</sup> <sub>2</sub>	37,504	5 <sup>1</sup> <sub>2</sub>	10,000	12 <sup>1</sup> <sub>2</sub>			220,000	151 <sup>1</sup> <sub>2</sub>	42,441	3 <sup>1</sup> <sub>2</sub>	30,000	34 <sup>1</sup> <sub>2</sub>	61,033	8 <sup>1</sup> <sub>2</sub>	19,039	1 <sup>1</sup> <sub>2</sub>
101,293	4 <sup>1</sup> <sub>2</sub>	35,000	2 <sup>1</sup> <sub>2</sub>	30,000	11 <sup>1</sup> <sub>2</sub>			77,493	61 <sup>1</sup> <sub>2</sub>	81,915	61 <sup>1</sup> <sub>2</sub>	125,000	4 <sup>1</sup> <sub>2</sub>	102,756	8 <sup>1</sup> <sub>2</sub>	342,700	151 <sup>1</sup> <sub>2</sub>
3,500	1 <sup>1</sup> <sub>2</sub>																
188,496	9 <sup>1</sup> <sub>2</sub>	35,000	14 <sup>1</sup> <sub>2</sub>	11,400	3 <sup>1</sup> <sub>2</sub>			98,976	6 <sup>1</sup> <sub>2</sub>	5,000	1 <sup>1</sup> <sub>2</sub>	7,030	2 <sup>1</sup> <sub>2</sub>	70,958	121 <sup>1</sup> <sub>2</sub>	40,740	3 <sup>1</sup> <sub>2</sub>
21,920	11 <sup>1</sup> <sub>2</sub>	108,209	10 <sup>1</sup> <sub>2</sub>	135,000	71 <sup>1</sup> <sub>2</sub>			210,091	12 <sup>1</sup> <sub>2</sub>	105,581	74 <sup>1</sup> <sub>2</sub>	99,128	61 <sup>1</sup> <sub>2</sub>			547,000	131 <sup>1</sup> <sub>2</sub>
39,000	3 <sup>1</sup> <sub>2</sub>	39,569	31 <sup>1</sup> <sub>2</sub>	139,167	81 <sup>1</sup> <sub>2</sub>			4,168	11 <sup>1</sup> <sub>2</sub>	220,000	12 <sup>1</sup> <sub>2</sub>	40,000	12 <sup>1</sup> <sub>2</sub>			32,031	11 <sup>1</sup> <sub>2</sub>
26,526	11 <sup>1</sup> <sub>2</sub>	53,841	6 <sup>1</sup> <sub>2</sub>	23,324	91 <sup>1</sup> <sub>2</sub>			32,592	27 <sup>1</sup> <sub>2</sub>	100,000	91 <sup>1</sup> <sub>2</sub>	105,025	124 <sup>1</sup> <sub>2</sub>			34,325	10 <sup>1</sup> <sub>2</sub>
373,965	10 <sup>1</sup> <sub>2</sub>	170,000	144 <sup>1</sup> <sub>2</sub>	98,326	3 <sup>1</sup> <sub>2</sub>			72,864	11 <sup>1</sup> <sub>2</sub>	100,000	51 <sup>1</sup> <sub>2</sub>	73,391	61 <sup>1</sup> <sub>2</sub>			12,553	34 <sup>1</sup> <sub>2</sub>
69,796	31 <sup>1</sup> <sub>2</sub>	91,794	121 <sup>1</sup> <sub>2</sub>	94,000	14 <sup>1</sup> <sub>2</sub>			11,951	6 <sup>1</sup> <sub>2</sub>	210,000	131 <sup>1</sup> <sub>2</sub>	6,027	12 <sup>1</sup> <sub>2</sub>			310,500	51 <sup>1</sup> <sub>2</sub>
51,161	3 <sup>1</sup> <sub>2</sub>																
1,946,304	864 <sup>1</sup> <sub>2</sub>	1,663,613	1341 <sup>1</sup> <sub>2</sub>	1,971,345	1274 <sup>1</sup> <sub>2</sub>	1,261,739	901 <sup>1</sup> <sub>2</sub>	2,066,683	1774 <sup>1</sup> <sub>2</sub>	1,889,401	1281 <sup>1</sup> <sub>2</sub>	1,711,876	106 <sup>1</sup> <sub>2</sub>	1,326,365	914 <sup>1</sup> <sub>2</sub>	3,578,553	1334 <sup>1</sup> <sub>2</sub>



ELEVATOR BOAT LOADINGS—TIME AND BUSHEL.

Empire.		Eastern.		Grain Growers.		Ogilvies.		C.P.R. "D."		Consolidated.		Port William.		Western.		Grand Trunk	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
19,500	21	91,000	41	26,448	2			32,905	21	8,000	1	2,390	1			476,167	91
268,000	20	21,704	61	251,525	16					259,167	13	63,823	11			59,672	31
124,000	8	23,413	71	8,981	1					30,224	1	11,266	11			231,000	8
22,000	11	70,588	42							33,668	3	123,863	12			149,119	9
10,667	13	4,086	14							103,657	7					333,310	131
45,000	15	115,000	64							250,000	6					52,269	51
23,712	3	23,609	6							106,000	6					325,000	51
40,000	2	166,000	91							66,000	2					53,855	11
393,209	201									38,745	2					26,680	3
36,411	6																
136,000	4																
206,500	12																
60,000	21																
210,470	61																
62,068	13																
72,944	4																
32,084	3																
58,825	4																
7,708	1																
45,724	2																
1,874,822	1031	518,400	441	286,951	181			32,905	21	895,431	401	201,242	151			1,962,335	661



SESSIONAL PAPER No. 10d

ELEVATOR BOAT LOADINGS—TIME AND BUSHEL.

Empire.		Eastern.		Grain Growers.		Ogilvies.		C.P.R. "D."		Consolidated.		Fort William.		Western.		Grand Trunk.	
Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.	Bushels.	Hrs.
910,497	49½	487,772	57½	1,140,408	80½	259,240	18	1,414,189	101½	696,001	45½	688,083	49½	573,551	34½	1,879,103	86
33,858	2	14,000	3	191,340	9½	13,850	2	300,000	16	46,000	2½	45,812	4½	112,000	7½	87,994	1
6,500	1	31,002	5	60,300	3½	4,554	½	70,000	5	103,000	8½			45,812	4½	275,000	11½
40,000	3	27,804	1½	6,386	1½	105,464	5	109,423	6	14,412	1	23,789	2½	116,557	5	197,813	6½
84,000	6	22,191	3½	145,000	14	1,000	½	54,637	7	11,168	½	80,491	5	27,430	4½	90,134	5
11,390	1	27,003	4	22,480	8½	80,421	4½	158,797	13	1,069	½	62,950	4	5,795	½	205,355	8
6,500	½	18,668	2	100,000	5	24,543	2	12,438	2½	128,300	10½	9,523	½	25,000	1	43,728	3½
90,000	5½	12,392	1	30,978	2	6,408	1	52,995	6	8,825	1	31,243	2½	10,000	¾	185,006	8½
40,000	1	5,578	¾	28,330	4	17,000	2	249,294	23	69,273	2½	75,386	4½	50,000	3	21,557	1
5,746	¼	77,591	3½	68,332	3½	6,000	1	8,104	4	60,000	3½	50,000	3½	12,460	½	69,070	7½
17,486	2½	43,135	4½	20,882	2½			98,423	7	1,287	½	2,644	1½	27,500	2	28,440	3
19,828	½	14,203	4	102,911	7			124,561	9	7,121	1	12,747	1½	41,000	1½	156,968	8
117,000	6	59,302	10½	19,841	5½			2,297	½	23,610	1½	3,535	½	100,000	4	141,195	4½
150,000	6½	37,260	3½	85,487	1½			173,220	5½	13,844	½	30,000	1½			7,526	1
79,669	2½	34,574	3½	51,814	4					16,821	1	77,231	5½			49,279	5
80,109	2½	2,128	1½	22,089	1½					12,460	½	30,000	1½			114,250	3½
63,052	3	18,519	3	3,476	½					17,650	2½	10,000	1½			152,788	6
2,050	¼	20,000	3	72,178	3					21,602	4	15,850	1½			53,000	2½
1,404	¼	22,422	1½	108,884	4					6,270	½	91,149	9				
31,905	1½									105,169	3	5,537	1				
30,000	½									28,120	1	30,196	1½				



ELEVATOR BOAT LOADINGS—TIME AND BUSHELS.

Empire.		Eastern.		Grain Growers.		Ogilvies.		C.P.R. "D."		Consolidated.		Fort William.		Western.		Grand Trunk.	
Busbels.	Hrs.	Busbels.	Hrs.	Busbels.	Hrs.	Busbels.	Hrs.	Busbels.	Hrs.	Busbels.	Hrs.	Busbels.	Hrs.	Busbels.	Hrs.	Busbels.	Hrs.
114,000	5½									100,000	4½	27,500	2				
132,155	3									84,843	2½	105,000	2½				
90,000	2½									51,803	1	100,000	4				
										206,758	8½						
336,155	11									495,207	16½	232,500	8½				















